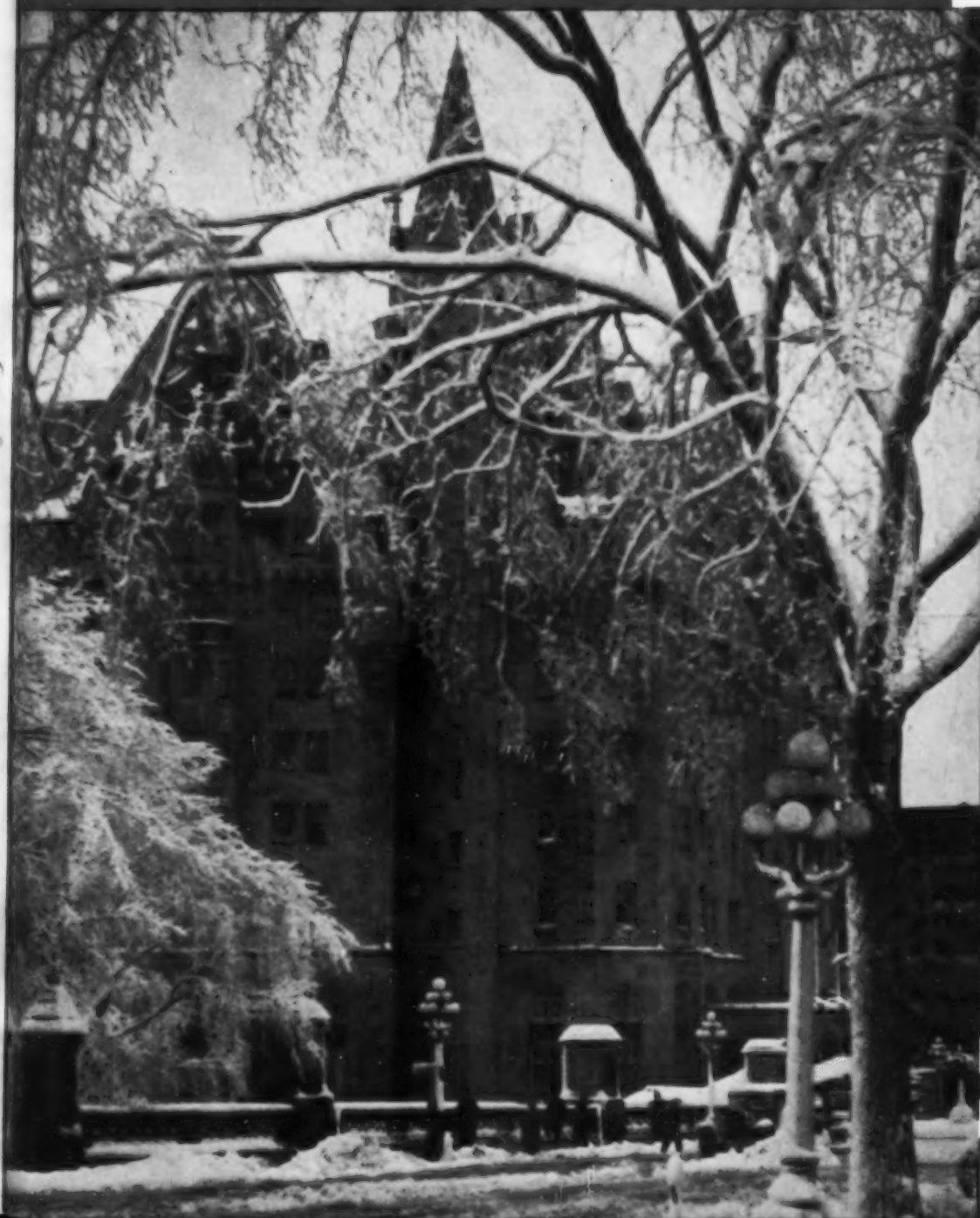


CANADIAN GEOGRAPHICAL JOURNAL

DECEMBER
1936

VOL. XIII
No. 8



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CANADIAN GEOGRAPHICAL JOURNAL

Published monthly by THE CANADIAN GEOGRAPHICAL SOCIETY

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Gordon M. Dallyn

This magazine is dedicated to the interpretation, in authentic and popular form, with extensive illustration, of geography in its widest sense, first of Canada, then of the rest of the British Commonwealth, and other parts of the world in which Canada has special interest.

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The British standard of spelling is adopted substantially as used by the Dominion Government and taught in most Canadian schools, the precise authority being the Oxford Dictionary as edited in 1929.

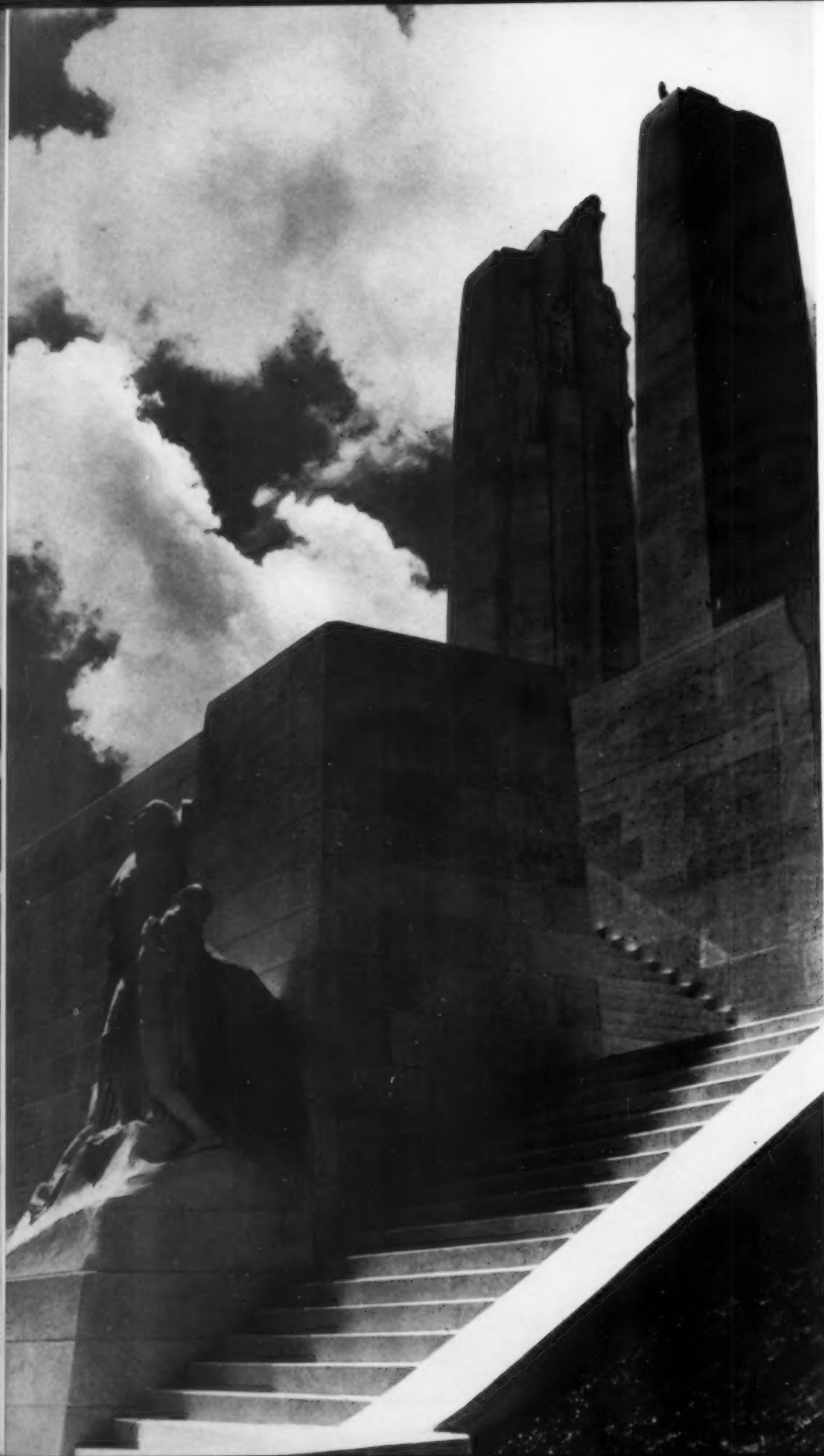
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*View of memorial
from base of north
front steps.*

Foreword

. . .

Vimy Ridge was occupied by the German Army in October, 1914. Despite three major attempts to dislodge them, the enemy remained in possession until April, 1917.

On Easter Sunday of that year, after six months of intensive preparation, the Canadian Corps launched an attack which, in a single day, recaptured this vital strategic position for the Allies. After a bitter week's fighting of attacks and counter-attacks the position was permanently consolidated, and it remained in our hands to the end. The Canadian casualties in that one week were 11,297.

Vimy Ridge was the scene of Canada's greatest feat of arms.

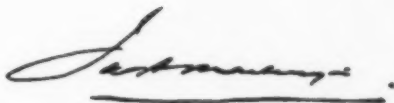
Upon its summit has been erected a monument, the design of a Canadian sculptor, which is to stand in the years to come as a permanent memorial to those brave sons of Canada who journeyed far from home to lay down their lives for a noble cause.

The monument is a work of appealing beauty, rich in impressive symbolism. Upon its base have been engraved the names of 11,285 Canadian soldiers who gave their lives for Canada and who have no known graves.

To witness the unveiling of this memorial by their King, on July 26, 1936, several thousand Canadians, chiefly veterans and members of the families of those who served in the war, crossed the seas to France in a historic Pilgrimage.

The ceremony itself was characterized by a touching and solemn simplicity which evoked powerful emotions in the breasts of those privileged to be present — emotions of grief for old comrades whose young lives were cut off, of repugnance towards the ugly, horrible destructiveness of war, of pride in the noble self-sacrifice that enabled men to endure such horrors for the sake of preserving the ideals of democracy on earth, and of solemn resolve that, insofar as humble prayer and earnest effort may be effective, this and future generations may be spared such another experience.

The effort that has been made herein to recapture for readers of the Canadian Geographical Journal something of the spirit of that memorable day is one for which the editor and publishers are to be commended.





His Majesty King Edward VIII, attended for the first time in history by Canadian ministers, inspects the guard of honour furnished by H.M.C.S. Saguenay.

THE VIMY PILGRIMAGE

by W. W. MURRAY

Acknowledgment:—Illustrations not otherwise credited, by courtesy of the Canadian Government.

NOTHING in the domestic story of Canada appears in recent years to have stirred the people of this Dominion quite so much as the unveiling of the Canadian National Memorial on Vimy Ridge, July 26, 1936. It is more than four months since His Majesty King Edward VIII stood on the steps of this glistening white monument and pronounced that eloquent discourse which penetrated to the hearts of all his listeners. The passing of time, however, does not diminish the interest of the Canadian people in this epochal event. They continue to read eagerly the story of the unveiling, and of the great Pilgrimage which, more than anything else, was responsible for rivetting the attention of the whole world on Vimy, on that tranquil Sunday afternoon last July.

It was not the first time a British King had visited Vimy Ridge. Nineteen years ago, the late King George V stood close to the spot above which towers the Canadian Memorial, and looked across the Plain of Douai. He had trudged over a plateau seared with trenches, pitted with shell-holes, unsightly with the debris and destruction of war. He beheld a vista equally repelling; crumbling villages spouting black smoke as shells burst among them; the charred limbs of trees only a few months before, verdant woods; men huddling like hunted animals in their burrows. Vimy Ridge was then instinct with the tragedy of reluctant and undesired death.

But two decades have wrought tremendous changes in the landscape. The rains do not now convert chalky slopes into impassable quagmires; the sun does not distil the repulsive odours of dead things. Pleasant woods afford cover to picnic parties between Thelus and Givenchy-en-Gohelle. Children romp and play round the broken memorial to the 44th Canadian Battalion on the crest of the Pimple. They slide joyously down the slopes of the mine-craters where men once fought and suffered and died. From dawn to dusk the peasants labour in the fields on Vimy Ridge, reaping a harvest of life from a place where,

twenty years ago, the only harvest was death and disablement and sorrow.

More than 6,000 Canadians embarked upon the Pilgrimage in July, not as excursionists prompted by curiosity to visit interesting scenes, but rather as worshippers venturing upon a service that inspired within them the noblest elements of their being. To them the national memorial was a tombstone erected above the sepulchre of thousands whom they had known to be their bravest and best. They themselves manifested courage and patience in enduring many inevitable hardships which attended their journey. It would be folly to assert that they travelled in luxury, that their temporary quarters in Flanders and Artois appealed to them. They tolerated many inconveniences but such was their mettle that few complained.

Nothing was more illustrative of the emotion which prompted them to go to Vimy than the cheerfulness with which they defeated discomforts, that would have irritated persons possessed of less fortitude. Their virtues were well rewarded on July 26, for it was given to them to participate in a ceremony which is now graven in their heart, whose import will establish itself the more clearly and with greater significance as the years pass.

The Pilgrimage was several years in the shaping. It developed spontaneously out of the desire, which reposes wistfully in the heart of all war veterans, to return to the scenes of their own achievements and the graves of their comrades. Memory is a vibrant thing, and the veteran is filled with remembrance. It must be borne in mind by those who are inclined to become impatient with him that the war brought to him the climax of his life. He braved the Unseen; he plumbed the very depths of every human emotion; he looked on Death at its ugliest and at its best. He found Life good, and was loth to part with it; but part with it, thousands of his comrades did, for all were men moved by ideals whose preservation to posterity was dear to them.

Survivors of the Great War have within them an instinct unpossessed by those who



did not share that experience; it is an instinct that stimulates a longing to return to those regions that inspired it. As the exile is drawn back to the land of his birth, there for a brief space to imbibe again something he long ago abandoned, so is the veteran moved to seek that indefinable something which can be derived from nowhere but in France and Flanders.

Approved by the Dominion Convention of the Canadian Legion, at Regina, in 1928, the Vimy Pilgrimage was favoured to synchronize with the unveiling of the National Memorial—whenever that should be. Some two years ago, it was given out that the monument would be completed in 1936, and, sympathetic to the representations of the war veterans, the Government, for reasons that need not be enlarged on here, but which were adequate, set the date for July 26, 1936.

Two years ago arrangements were begun in earnest. The Legion established a National Committee, presided over by Lt.-General Sir Richard Turner, V.C., with Mr. Walter S. Woods, of Ottawa, as vice-chairman. Its personnel comprised representatives from all the chartered war veterans' organizations. Captain Ben W. Allen, of Ottawa, was appointed Dominion Organizer.

From the beginning the success of the movement was assured, so far as numbers were concerned. In consequence, when the pilgrim ships sailed from Montreal on July 16 and 17, they carried no less than 6,400 persons. Five liners were needed; and, as a highly commendable compliment, the Government provided them with an escort in H.M.C.S. Saguenay.

The Pilgrimage leader was Brigadier-General Alex Ross, C.M.G., D.S.O., of Yorkton, Saskatchewan, Dominion President of the Canadian Legion. To ensure perfection of arrangements, he had, with the approval of the National Committee, appointed Lieut.-Colonel D. E. MacIntyre, D.S.O., M.C., of Owen Sound, Officer-in-Charge of Movement, assigning to him a staff of fifteen, drawn from every province of the Dominion.

This group preceded the pilgrims to France by three weeks and established headquarters at the Hotel Moderne in Arras. Their task was to make definite arrangements with regard to the place the pilgrims would occupy in the ceremony, the duties they would perform, and also to inspect all accommodation in the areas

in which they would be billeted. The party was divided into two sections, the second establishing itself at Lille, in charge of Major Milton F. Gregg, V.C., M.C., Ottawa.

Their work was greatly facilitated by Major D.C.U. Simson, Royal Canadian Engineers, who for the past ten years had been seconded for duty to the Battlefields Memorial Commission, the body responsible for the construction of the monument. Resident for a decade in the St. Laurent suburb of Arras, Major Simson was thoroughly familiar with every feature of the memorial and was the liaison officer on the spot between the Government and the pilgrims.

It follows that a thousand and one things had to be done. The busiest bureau in France for weeks prior to the unveiling was the Canadian Legation in Paris; and it was a happy circumstance which found the Honourable Philippe Roy, the minister to France, supported by such a capable and thoroughly efficient staff as he possesses. Mr. Jean Désy, councillor of the Legation, is one of those alert, competent, scholarly and brisk young men who are definite acquisitions to the Canadian Diplomatic Service. The sparseness of his frame belies the dynamic energy which it is capable of developing, and which, for weeks before the ceremony, it did develop to an amazing degree. Mr. Pierre Dupuy, the Legation secretary, is complementary to Mr. Désy, endowed with an equally inexhaustible capacity for hard work and possessed of a special genius for making the rigours of a difficult task look easy.

Through the Legation passed all matters relating to the official phases of the unveiling. The French Government was quick to appreciate that the ceremony, involving all it did, would be one of the most significant and spectacular that had ever taken place since the war. The presence of King Edward multiplied its responsibilities. Innumerable delicacies and gestures dictated by international grace, the minutiae of precedence with respect to its own part in the service, having regard also to the fact that President Albert Lebrun would attend, the how, the where and the why of essential honours to be accorded, the new circumstances arising from the fact that His Majesty would enact the role of King of Canada—all created an amazing series of international problems that had to be discussed,



From Dufferin Terrace, Quebec, Canadians viewed the passage of the pilgrim ships.



written about and discussed again a hundred times over. Nearly every department of the administration of France was involved, and with each of them the Legation had to deal.

The most harrassed officials of the Republic were those of the Sûreté, for to them fell responsibility for the safety of the King, the President, the Canadian ministers and all the distinguished guests invited to the unveiling. They had to make arrangements for controlling the movements of the many thousands expected to throng Vimy Ridge on July 26, arrangements for patrolling the road by which the King would motor from Douai to Vimy, the road by which the President would come from Farbus, the roads taken by the hundreds of motor-busses conveying the Canadian pilgrims. Pelion was piled upon Ossa when the French press saw in the stupid McMahon incident in London, an attempted assassination.

Everybody in France clamoured for an invitation to attend the ceremony. Not all could be accommodated; however, the limitations set originally by the Canadian Government were eventually extended. The Legation patiently took care of diplomats, ministers of state, senators, deputies, prefects, mayors and municipal councillors. When the war veterans of the departments of Nord and Pas-de-Calais insisted on aligning themselves with their old comrades of the Canadian Corps, the Legation courteously, softly, but with inflexible firmness turned this new problem over to the pilgrims themselves—that is to say, to Colonel MacIntyre and Major Gregg.

At Canada House in London, these conditions were duplicated only in slightly less measure. The Honourable Vincent Massey had plunged with enthusiasm into the task of assuring perfection of the arrangements in the United Kingdom, heedless of the fact that in dealing with frail humans, he dealt with distressingly imperfect material. However, in Lieut.-Colonel Georges P. Vanier, D.S.O., and Mr. L. B. Pearson, he, like Mr. Roy, possessed aides of infinite capacity. Their problems related chiefly to assisting Canadians, resident in London, or who had travelled to London in advance of the Pilgrimage; and securing for them their right to attend the unveiling. It speaks volumes for the efforts of the small staffs at Canada House and in the Paris Legation

that so much was accomplished with so little complaint.

And what of Ottawa? The Prime Minister, in his capacity as Secretary of State for External Affairs, had to shoulder responsibilities for everything enacted abroad. New and unwonted situations were in process of development. It was a delicate courtesy which resulted in Canada becoming the possessor of 248 acres on Vimy Ridge, the gift of the people of France. Very properly, much has been said of this magnificent gesture of goodwill. When, however, the Dominion was confronted with the grave duty of consecrating thereon the National Memorial, the principal celebrants being King Edward and the President of the French Republic, the situation bred complexities. The Right Honourable Mackenzie King had to deal with a condition of great significance, one demanding quick decisions on matters for which there was no precedent, and above all demanding the exercise of the utmost tact.

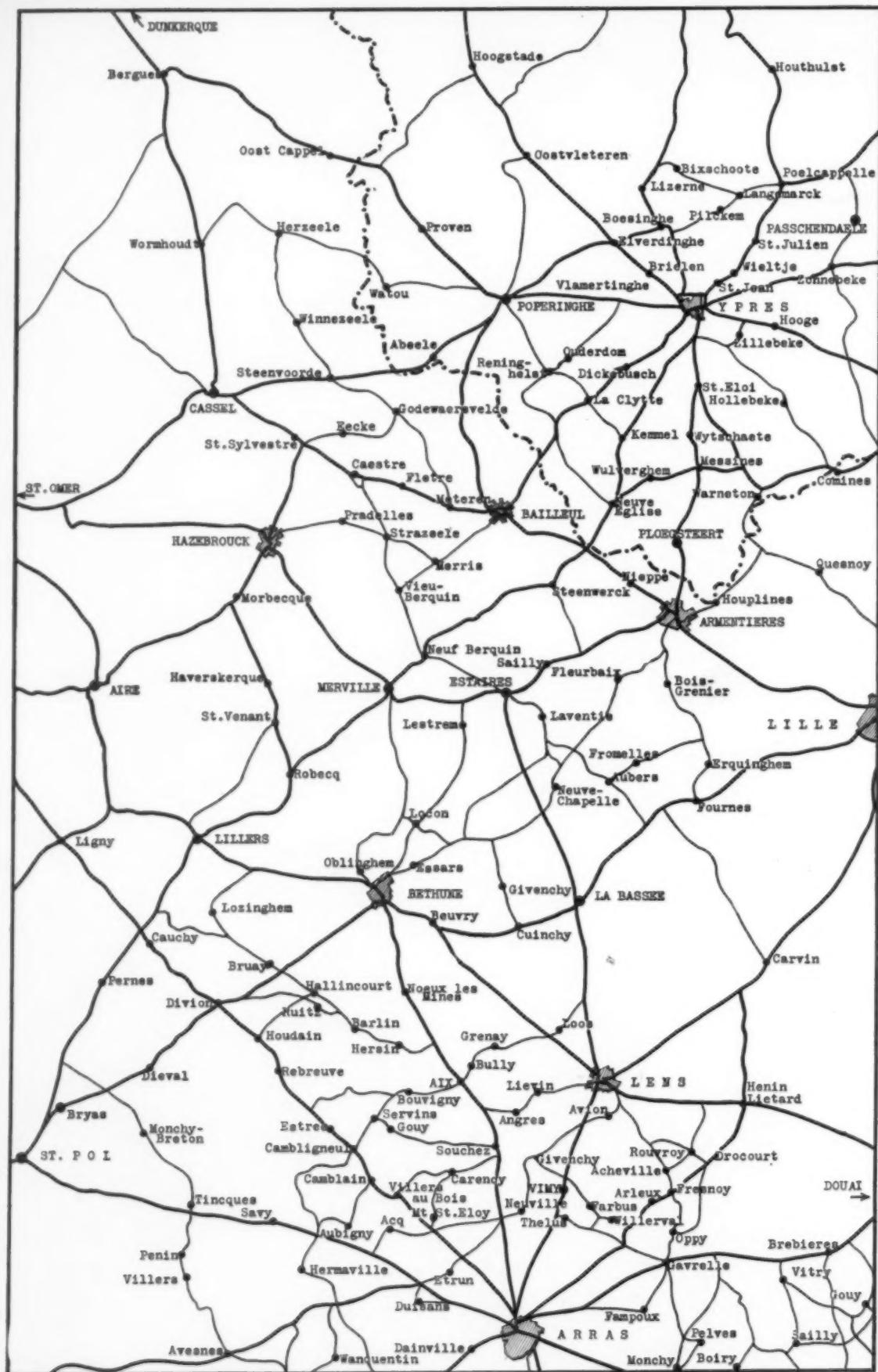
Organization of the unveiling ceremony itself was carried out painstakingly by the Department of National Defence, under the personal supervision of the Honourable Ian Mackenzie, whose many months at Vimy during the war had made him familiar with every square foot of the ground. Mr. Mackenzie was ably assisted in his delicate task by his Deputy Minister, Lieut.-Colonel L. R. LaFlèche, D.S.O., who, as former president of the Canadian Legion, is credited with having launched the original steps towards organizing the Pilgrimage. The vast amount of detail connected with the preparations for a ceremony in which for the first time the Sovereign was to function as King of Canada, attended by Canadian ministers, occupied the attention of Mr. Mackenzie and his staff for months ahead and until the very day of the unveiling.

The Honourable C. G. Power, Minister of Pensions and National Health, had a problem of another kind.

Among the 6,400 pilgrims proceeding to Vimy Ridge were a very large number of war pensioners who might require medical treatment en route or in France. With commendable resource, Mr. Power ascertained what physicians were accompanying them, and he constituted them departmental officers for the period of the journey, authorizing them to minister to



Canadian Bluejackets in the King's Guard of Honour, at Vimy Ridge.



Artois and Flanders battleground.

Courtesy of The Legionary.

such pilgrims as might need their services. In France, where legislation governing the profession is rigid, the Canadian doctors were not permitted to exercise their science; but arrangements were made for the employment of French medical men when necessary. Their attentions were needed in a number of instances, and, although the Canadians did not violate the statutes of the Republic, their role as "consultants" to their French confreres was advantageous.

The Honourable Ernest Lapointe, K.C., Minister of Justice, proceeded to France as the personal representative of the Prime Minister, in which capacity he functioned at the unveiling as minister in attendance upon His Majesty. Mr. Lapointe's long and intimate acquaintance with France and the French people enabled him to render invaluable assistance in the final stages of preparation for the ceremony.

Dr. O. D. Skelton, Under-Secretary of State for External Affairs, was another official to whom was referred every detail of the ceremony—from the issuing of free passports to the pilgrims, to deciding the size of the flag which should drape the figure which His Majesty would unveil. The labours resultant upon the service were enormous, made more so by the fact that it was taking place so far from Ottawa, and involved so much that was totally unfamiliar in the administration of Canadian affairs. Native genius was equal, however, to meeting the unusual: this adventurous essay into the unknown, served only to prove the capacity of those directing it.

Many ceremonies were climaxed by the unveiling. On July 19, the staff commanded by Colonel MacIntyre performed acts of great thoughtfulness when they visited the war memorials of the five communes which had donated parcels of land to the Canadian Memorial Park. These were Neuville St. Vaast, Thelus, Vimy, Givenchy-en-Gohelle and Souchez. At each village they were received with warmth, and brief but dignified services were conducted. Wreaths were placed at the memorials.

On the same day, General Ross, with about 20 members of the Canadian Legion's official party, reached Boulogne. Following a civic reception they proceeded to Paris. On July 20, the party placed a wreath at the tomb of the Unknown Soldier, at the Arc de Triomphe, one at the tomb of Marshal Foch, in the Hôtel des Invalides, and paid their respects to the President of

the French Republic. They were guests at a luncheon tendered by M. Yvon Delbos, Minister of Foreign Affairs, to the Honourable Ernest Lapointe, the Canadian Minister of Justice who, with Honourable Ian Mackenzie and Honourable C. G. Power, represented the Government of the Dominion.

The official party was feted by various organizations in Paris, called upon M. Raymond-Laurent, President of the Municipal Council, at the Hôtel de Ville, and on several occasions were guests of honour at functions attended by Marshal Gouraud, Marshal Pétain and Intendent General Vincensini.

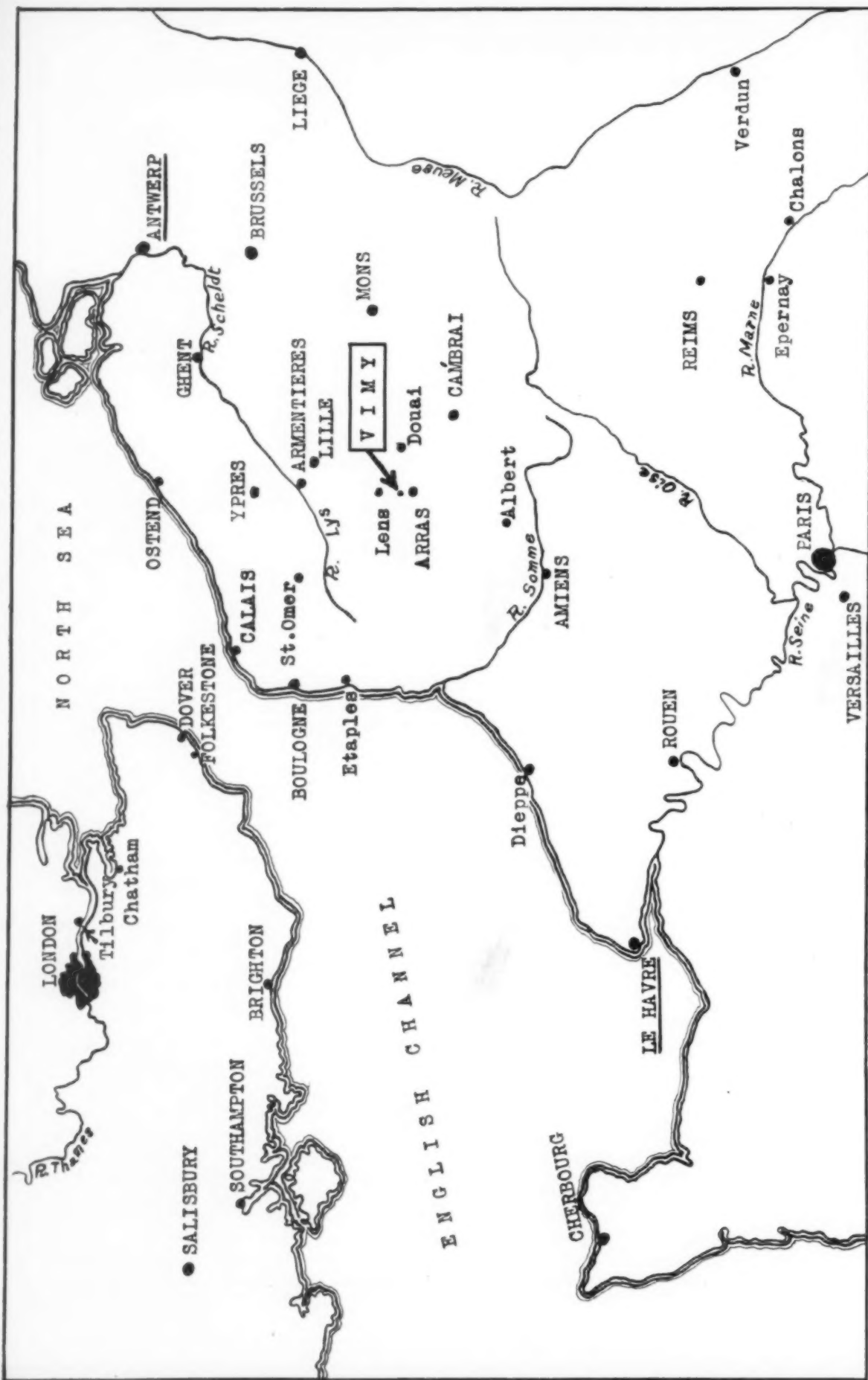
It is doubtful if any of those distinguished soldiers evoked the high regard of the Canadians more than General Vincensini. He accompanied on all occasions not only the official party but that great body of pilgrims who on August 1, returned to France for the never-to-be-forgotten tour when they were guests of the French Government. Efficient, urbane and blessed with a marvellous sense of humour, he was adopted wholly by the pilgrims and became one of them.

The official party continued to Cambrai, Mons and Brussels. At each city they were the centre of enthusiastic demonstrations, and in the Belgian capital they were received by King Leopold, were guests at a reception offered by the British Ambassador, and were feted by the Fédération Internationale des Anciens Combattants.

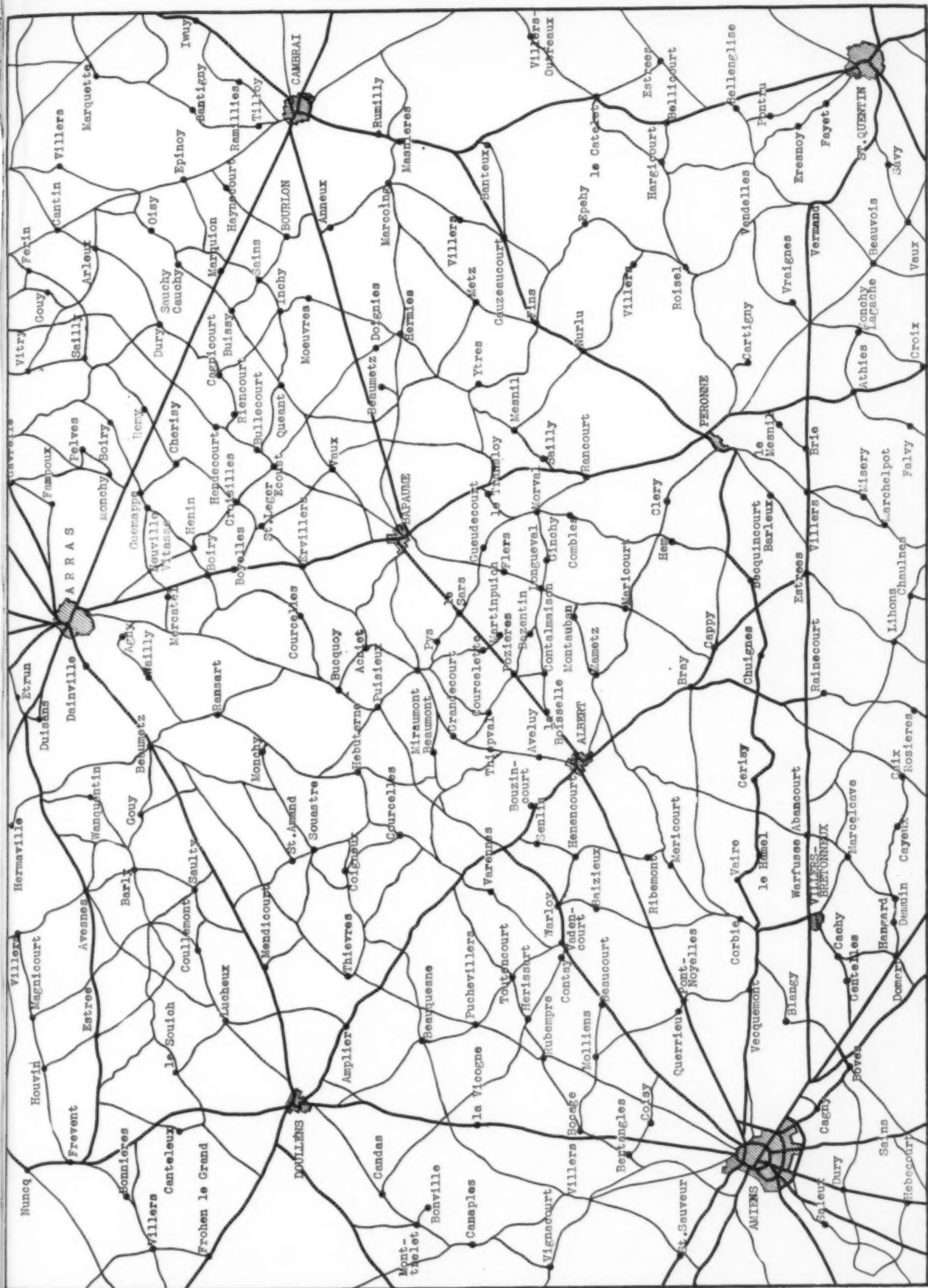
Headed by Colonel W. W. Foster, C.M.G., D.S.O., of Vancouver, a delegation proceeded to Lille.

The pilgrims arrived at Le Havre and Antwerp on the morning of July 15. At these ports they were assigned to special trains which conveyed them to various points along the old battle-front. From Antwerp about 200 of them, in charge of Major Murray Robertson of Quebec, Captain G. H. Rochester of Ottawa, and Lieut. Col. E. A. Pridhem, M.C., of Winnipeg, journeyed to Mons as guests of the city. Mayor Victor Maistriau, in extending his invitation some months previously, had expressed the wish that those who accepted, should be men who had participated in the deliverance of Mons on November 11, 1918.

This group were magnificently received and lavishly entertained before continuing



Courtesy of The Legionary.



Area of the Arras, Somme and Amiens battlefields.

Courtesy of The Legionary



to Valenciennes to take part in the dedication there of l'Avenue du Sergent Cairns.

Of days filled with solemn and heart-searching ceremonies, that of the inauguration of this street in Valenciennes, on July 25, was one of the most poignant. Sergeant Hugh Cairns, V.C., D.C.M., of the 46th Canadian Battalion, performed deeds of outstanding valour on November 1, 1918, in the action which resulted in the liberation of that city. He died next day of wounds received at Marly, a suburb, and was awarded a posthumous Victoria Cross. This was set forth in that compendium of Canadian Corps efforts in the closing months of the war, "Canada's Hundred Days," by J. F. B. Livesay. Translating relevant portions of the volume dealing with Valenciennes, M. Gabriel Piérard, a cultured young industrialist of the city, advanced in a footnote the suggestion that the municipality, even at this late date, make some gesture of recognition in memory of the deceased Canadian hero. He urged that a street be re-christened in his honour; and in a ceremony of surpassing dignity and beauty, attended by the aged parents of the sergeant, Mr. and Mrs. George H. Cairns, of Saskatoon, this was done.

On the same day the official party placed wreaths at the town memorial in Arras, in the National Memorial Church at Notre-Dame de Lorette and at the memorial at Mont St. Eloi.

In Paris on the Saturday night, Mr. Roy, on behalf of the Canadian Government, tendered a banquet in honour of President Lebrun and members of the French cabinet. The Canadian ministers attended, and the "feature" address was delivered by Mr. Lapointe. Prominent among the notable guests at this memorable gathering were Canada's venerable war-time Prime Minister, the Right Honourable Sir Robert L. Borden, and his Overseas Minister of Militia, the Right Honourable Sir George Perley, M.P. These two men who bore the heavy burden of Canada's war-time responsibilities were among the Dominion's official representatives occupying places of honour at the unveiling ceremony on the morrow.

Sunday morning dawned somewhat doubtfully, but with the advancing hours the clouds, which threatened to pursue weeks of rain, with further downpours, drifted away, yielding to the sun which had been a truculent absentee from the

French skies for a considerable time. The pilgrims began to move early from their billets.

They had reached them late on the Saturday night in a torrential flood which depressed them greatly.

A substantial breakfast, prospects of a sunny day, and anticipation of historic events on Vimy Ridge heartened them, however. Maintaining a fairly well kept schedule, all busses got away in time from Arras, Albert, Cambrai, Douai, Bethune, Armentières and Lille. Each pilgrim carried a box lunch.

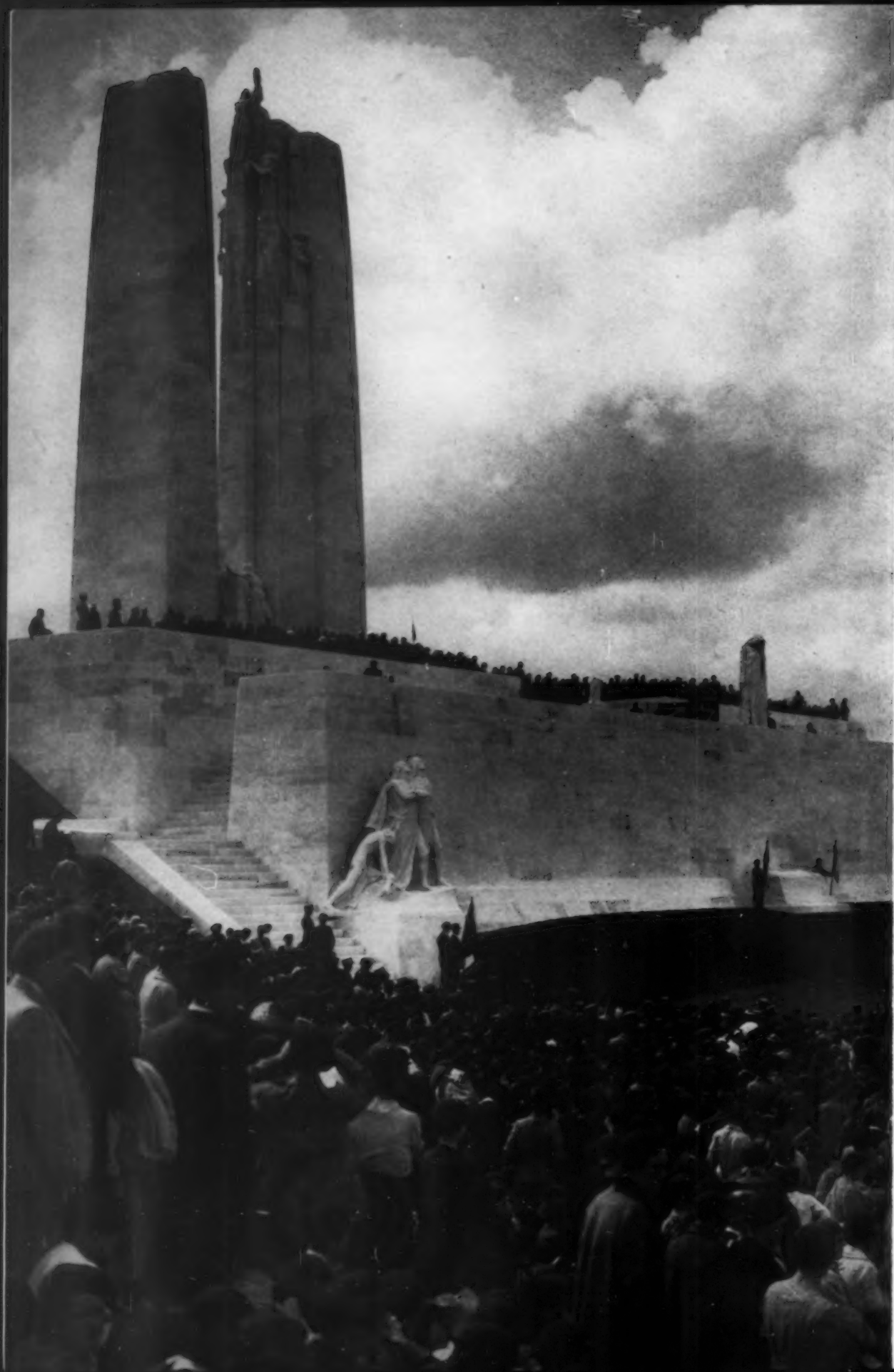
They reached the Ridge about noon, early enough to perfect their own arrangements, but not sufficiently early to forestall the thousands of French people who were already assembled there. Many of them had sought coigns of vantage shortly after dawn.

Three battalions of the 1st Regiment of Infantry, one battalion of the 3rd Regiment of Engineers and 1,500 gardes mobiles were on duty to hold back the crowd. A guard of honour from a regiment of Spahis—four troops, two mounted on white and two on bay horses—was an appropriate and picturesque contribution from France. It was appropriate, in that the Moroccan Division of the 33rd Corps had fought valiantly on Vimy Ridge in 1915. They had captured it, but were so weakened that they were unable to withstand the inevitable counter attacks, and much of their gain was again lost. The memorial to the Moroccan Division stands hard by the north-western entrance of the Canadian Park.

Facing the Spahis was a guard of honour, drawn from H.M.C.S. Saguenay. Sixty bluejackets, under the command of Lieut. Pullen, were aligned from the rear of the monument, fringing the driveway. On their left were 100 Canadian ex-Service men, commanded by Major M. F. Gregg, V.C. This civilian guard of honour, comprised men detailed in proportion of 20, from each pilgrim ship.

Behind a cordon of rifles and bayonets surged the French populace.

That was at the rear of the monument. In front, where the ground slopes gently away, an area banked back on either side to the crest of the Ridge, forms a natural amphitheatre. This was reserved for the 6,400 Canadian pilgrims, together with more than 1,500 Canadian and other ex-Service men who had come in an



organized party from England, under the auspices of the British Legion.

On the sides of the amphitheatre were the women folk of the Pilgrimage, and the other "blue berets"—next-of-kin of Canadians who had died in the war. As one London news writer so poignantly phrased it, they "formed a living bank of noble grief."

Arrayed in front of the pilgrims were their standards. Behind, with their back-ground a long pavilion reserved for the senators, deputies, mayors and other distinguished guests who could not be accommodated with seats on the monument, were 1,200 French war veterans from the Pas-de-Calais, also carrying their banners.

This was the scene on Vimy Ridge, on July 26. The centre-piece was the monument, its lofty, snow-white pylons reared majestically above the highest contour of the Ridge, Hill 145. Canadian maple and Hungarian pine, a growth of less than 15 years, contribute a character to the Canadian Park which is not expressed elsewhere in this district. The wood sweeps away to the south and south-east, obscuring in some degree that section of the old front over which the 3rd Canadian Division attacked on April 9, 1917.

Within the Park is the Grange Tunnel, its damp, chalky walls still retaining the rude carvings pen-knifed by its Canadian occupants more than 17 years ago. Names of men, their units and home-towns in Canada adorn them, mementoes of those days when Vimy Ridge was a place of privation and death. At Les Tilleuls the cairn-like memorial to the Canadian artillery still guards the approach to the pleasing little hamlet of Thélus, and the Bois Carré cemetery, where close to 300 Canadians are buried.

South of the road which traverses the Ridge through Thélus, the broad plateau is unbroken, a vista of fields with here and there a farmhouse. Only one of the old Nine Elms has persisted north of Roclin-court.

North of the monument, the Ridge retains more of its irregular features; and at the Pimple, where the 4th Canadian Division fought so bravely and suffered so much, old mine craters, shellholes now overgrown with weeds, crumbled trench-lines, and rusted stakes and wire, testify to the thoroughness of the fortifications with which the German defenders surrounded this position. Nestling snugly

at the foot of the Ridge is Souchez, whose suburbs sprawl athwart the Arras-Bethune Road to the white ribbon of highway which mounts the flank of Notre-Dame de Lorette.

Here on the crest is the French National Memorial, the church and light-tower whose beams flash nightly across the battlefields of Artois, and the cemetery which is the necropolis of nearly 40,000 poilus.

Punctually at 2.15 p.m. loud cheering from the north-western entrance of the Canadian Park heralded the approach of His Majesty. The royal car moved slowly up the driveway, between the Canadian civilian and naval guards, and the Spahis, coming to a stop at the base of the monument. The King appeared, followed by Prince Arthur of Connaught, Mr. Lapointe, Mr. Roy and Sir George Clerk, British Ambassador to France.

His Majesty was greeted by Mr. Mackenzie and Mr. Power. At once all turned to face towards the west as the band of the Royal Canadian Horse Artillery played the National Anthem. From the base of the Ridge north of the Pimple, the boom of guns indicated the firing of a royal salute. When the National Anthem had been rendered, the King did not move, but continued bareheaded and at attention as the band broke into "O Canada." Thus, by royal precedent the Dominion's national hymn was at Vimy Ridge elevated to the status of an anthem.

His Majesty was dressed in formal morning attire. On his left breast, he wore the many decorations and war service medals he earned two decades ago, and on the right lapel the Vimy Pilgrimage badge. This was noted keenly by the pilgrims, who were not lacking in appreciation of this evidence of royal thoughtfulness.

Inspection of the guards of honour was begun, the King first traversing the front of the seamen from H.M.C.S. Saguenay. He continued along the line of war veterans, stopping here and there as his eye was attracted by some display of valiant insignia. The Canadian ex-Service men stood rigid, transported back to the years when to be thus surveyed was not unusual. The dignified bearing of the old soldiers, proud of their rôle on this momentous occasion, was a magnificent tribute to themselves and an enduring credit to Canada.

Left—The memorial unveiled — to the right of the pylons is the fanion presented to Mons by the late Sir Arthur Currie.



Whom shall His Majesty visit first?

Keystone.

Returning between the ranks, His Majesty completed this duty by inspecting the bandsmen; and it was noted that among the pipers he stopped and chatted several times. Some remark by a lusty Highlander amused him greatly, and he was smiling as he returned to the monument.

It was now for the main body of pilgrims to greet him. Striding to the eastern rampart of the memorial, the King looked down on the scene below. No sooner had he appeared than he was recognized, and the pilgrims broke into tumultuous cheering. This continued for a space, His Majesty waving to the enthusiastic throng. The Canadian ministers then relinquished place to Brigadier General Ross and Colonel W. W. Foster, C.M.G., of Vancouver. The King's entourage was augmented by three Canadian Divisional Commanders—the veteran Sir Archibald Cameron Macdonell, who had commanded the 1st Canadian Division at Vimy, Sir Henry Burstall, who had commanded the 2nd Division, and Sir Richard Turner, V.C., who had brought the latter Division to France, in September 1915.

The whole party descended the steps of the monument and at the base the King was met by Lieut. Colonel D. E. MacIntyre, D.S.O., M.C., of Owen Sound, the pilgrimage officer in charge of movement. His initial visit was to the "blue berets," and almost the first person with whom he shook hands and chatted was Mrs. C. S. Woods of Winnipeg, that Silver Cross Mother whose eleven sons had served in the war, and of whom five gave their lives. Her bosom glittering with the medals of her sons, Mrs. C. S. Woods stood with two other Silver Cross Mothers, Mrs. J. H. Wardle and Mrs. N. MacDonald, of Toronto. For each he had a cheering word.

The Nursing Sisters were the next group called upon before His Majesty passed along the line of standards of the Canadian veterans, and was then submerged in the crowd. Unrestrained cheering continued the while he was among the pilgrims, but for a time they held rigidly to their formation. Enthusiasm overcame them, however, and surging throngs surrounded him, although a pathway was always kept open for the royal progress.

The amputation veterans were presented by the Rev. S. E. Lambert of Toronto, the blinded heroes, by Captain E. A.

Baker, M.C. Nor did the King forget the 1,200 French ex-Service men. He walked everywhere in unhurried fashion, obviously enjoying this renewal of acquaintance with the men in whose Corps he had been a junior officer on the staff, years ago.

Making a complete tour of the pilgrims, he returned to the memorial, and, waving again as cheers resounded from the throng, he crossed to the western side and walked down the driveway. He stopped to speak for a few moments with the Commander of the Spahis, and, as the conversation ended, the car of President Albert Lebrun swung past the Moroccan monument and came to a stop at the "frontier" of Canadian territory.

The head of the French Republic was welcomed with the playing of the Marseillaise, and again the guns behind the northern shoulder of the Ridge thundered their salute. To M. Lebrun, the King presented the Canadian ministers, while in turn, the President presented the members of his own entourage. Among them were noted M. Edouard Herriot, President of the Chamber of Deputies, with whom His Majesty chatted for a few moments, M. Yvon Delbos, Minister of Foreign Affairs, M. Joseph Rivi re, Minister of Pensions, and other distinguished figures in the political life of the country.

The combined parties then turned and made their way to the monument, amid clamorous cheers from the French civilian population.

Presentations of Canadian notables to the King had already taken place. This ceremony was repeated by His Majesty to President Lebrun. It had scarcely concluded when a loud droning in the sky heralded two squadrons of the Royal Air Force coming from the west. The airmen dipped in salute as they flew over the memorial. Immediately behind came a similar formation of the French Air Force, and the act of homage was repeated. As the squadrons disappeared in the distance over the Plain of Douai, the service of consecration began.

Silence descended on the scores of thousands when the Rev. Cecil C. Owen, of Vancouver, began his brief address. It was the silence which enshrouds a city, when the last stroke of the eleventh hour ushers in that sacred Two Minutes on Remembrance Day. His discourse was followed by that of the Rev. G. O. Fallis, Toronto, who, in turn, was succeeded by



Marshal Philippe Pétain presents wheat grown on Vimy Ridge to Lt.-Col. D. E. MacIntyre, to be sown in Gashé, Canada.

the Rt. Rev. Monsignor A. E. Deschamps, of Montreal.

The secular phase of the service opened when Mr. Power repeated the short address delivered by the Right Honourable Mr. Mackenzie King from his office in the Parliament Buildings at Ottawa, an utterance which exhorted the nations of the world to take note of what was happening on Vimy Ridge, and to pursue Peace.

Mr. Lapointe, representing the Government of Canada, spoke, in French, of the significance of the occasion, while Mr. Mackenzie, who followed, concluded by calling upon "our King" to unveil the statue.

King Edward's address, delivered after that of the Minister of National Defence, preceded the actual unveiling of the sculptured figure of "Canada, Mourning Her Dead." As the drapes fluttered to the rampart of the monument the wistful notes of the soldier's requiem, "The Last Post," sounded over the slopes of Vimy Ridge, and for two minutes the multitude stood silent, with heads bowed.

"Reveille" was sounded, the cheerful, vibrant awakening of a new day, and as the echoes died faintly across the Plain of Douai, President Lebrun opened his address.

These discourses were short; all were evoked from hearts profoundly stirred, and they penetrated to hearts that were also stirred. Their keynote was Peace, but pride in Canada and in the achievements of the Canadian Corps, sorrow for the sacrifice, but joy in the spirit that had evoked the sacrifice, were undertones to the measured periods and resonant phrases.

As at the beginning of this phase the pipers had poured forth the Scottish Border lament, "The Flo'ers o' the Forest," the mourning song of a people inconsolable after the disaster of Flodden, so now did the Royal Canadian Horse Artillery Band round off an occasion of consuming dignity with Elgar's majestic "Land of Hope and Glory."

Wreaths were placed on the monument by the King and the President, followed by Mr. Lapointe.

The National Anthems of the two countries were sung, and the service ended.

The pilgrims crowded on the memorial when the heads of the two states had departed, searching the walls for the names of long-dead comrades, while others banked it high with wreaths. They were loath

to leave, for all had the profound conviction of having just witnessed, and participated in, one of those events which punctuate history. They lingered in the vicinity of the memorial, walked slowly over the Ridge, sought to identify places which defied identification, conversed with newly encountered fellow-pilgrims and watched the sun sinking beyond Notre-Dame de Lorette.

The busses, slow to return for their passengers, were filled with hesitant pilgrims; but eventually Vimy Ridge reverted to its whilom tranquility, and as night fell it was once more deserted, only the twin pylons rising silently into the darkness, twin Sentinels of Peace.

On the following day, the pilgrims occupied themselves with tours of the battlefields, and reached London on July 28. Next day, they were welcomed in Westminster Hall by Mr. Stanley Baldwin, Prime Minister of the United Kingdom; held a service at the Cenotaph in Whitehall, where they were addressed by the Bishop of London; placed a wreath on the Tomb of the Unknown Warrior in Westminster Abbey; and were guests of the Duke and Duchess of Gloucester at a garden party in Buckingham Palace Gardens. There again they met His Majesty.

On July 30, a party proceeded to Scotland, to deposit a wreath at the tomb of the late Earl Haig at Dryburgh Abbey. The Rev. John Kelman, of Toronto, preached the sermon. Later this party rendered similar homage to the memory of Scotland's 100,000 dead in the Shrine which surmounts Edinburgh Castle. On the same day Colonel Foster, with about 300 pilgrims, visited the tomb of the late Earl Jellicoe in St. Paul's Cathedral and placed a wreath.

The French Tour was embarked upon late at night on July 31; next morning nearly 5,000 pilgrims were once more back in France, the guests of the people of France. Volumes could be written of this magnificent gesture on the part of the French Government. Unbounded hospitality, a warmth of heart that moved the guests, and, above all, evidences of deep friendship for Canada on the part of the French people, featured an occasion in which none who took part will ever forget.

At the Hôtel de Ville, in Paris, the pilgrims were welcomed by M. Raymond-

Laurent, President of the Municipal Council. They re-kindled the flame at the Tomb of the Unknown Soldier. They were guests at a monster luncheon tendered by the Confédération Nationale des Anciens Combattants et Victimes de la Grande Guerre, at the Hôtel des Invalides. There they met and were addressed by that valiant old soldier of the Republic, Marshal Philippe Pétain, who, on behalf of the French War Veterans, transmitted to Lt.-Colonel MacIntyre a small, ornate box containing wheat grown on the Battlefield of Vimy. Marshall Pétain requested that this wheat should be sown in Gaspé, where Jacques Cartier had set foot on the soil of Canada 402 years ago. They made a tour of the Palace of Versailles.

Still guests of France, the Pilgrims were taken on a tour of the Château country of the Loire, and at Amboise and Blois were accorded hospitality which Time itself will never erase from their memory. They visited Rouen and deposited a wreath at the memorial to Joan of Arc, and finally they embarked for England at the port of Dieppe.

They bore with them renewed impressions of the great heart of France, new friendships which reinforced the old; they reinvigorated that feeling of deepest regard for France which all who have partaken of her generosity and marvelled at her genius can not fail to treasure as an enriching element of great worth.

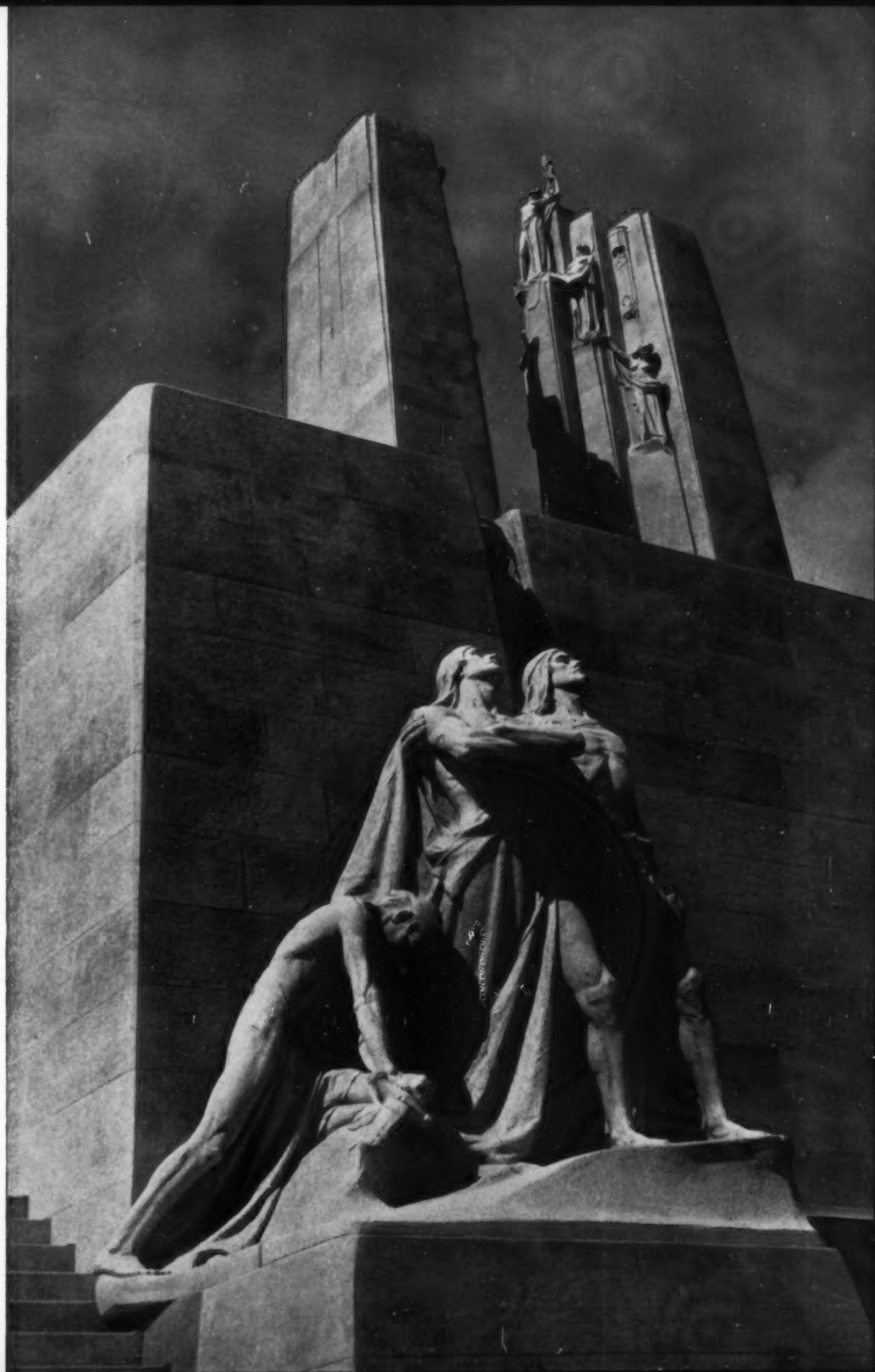


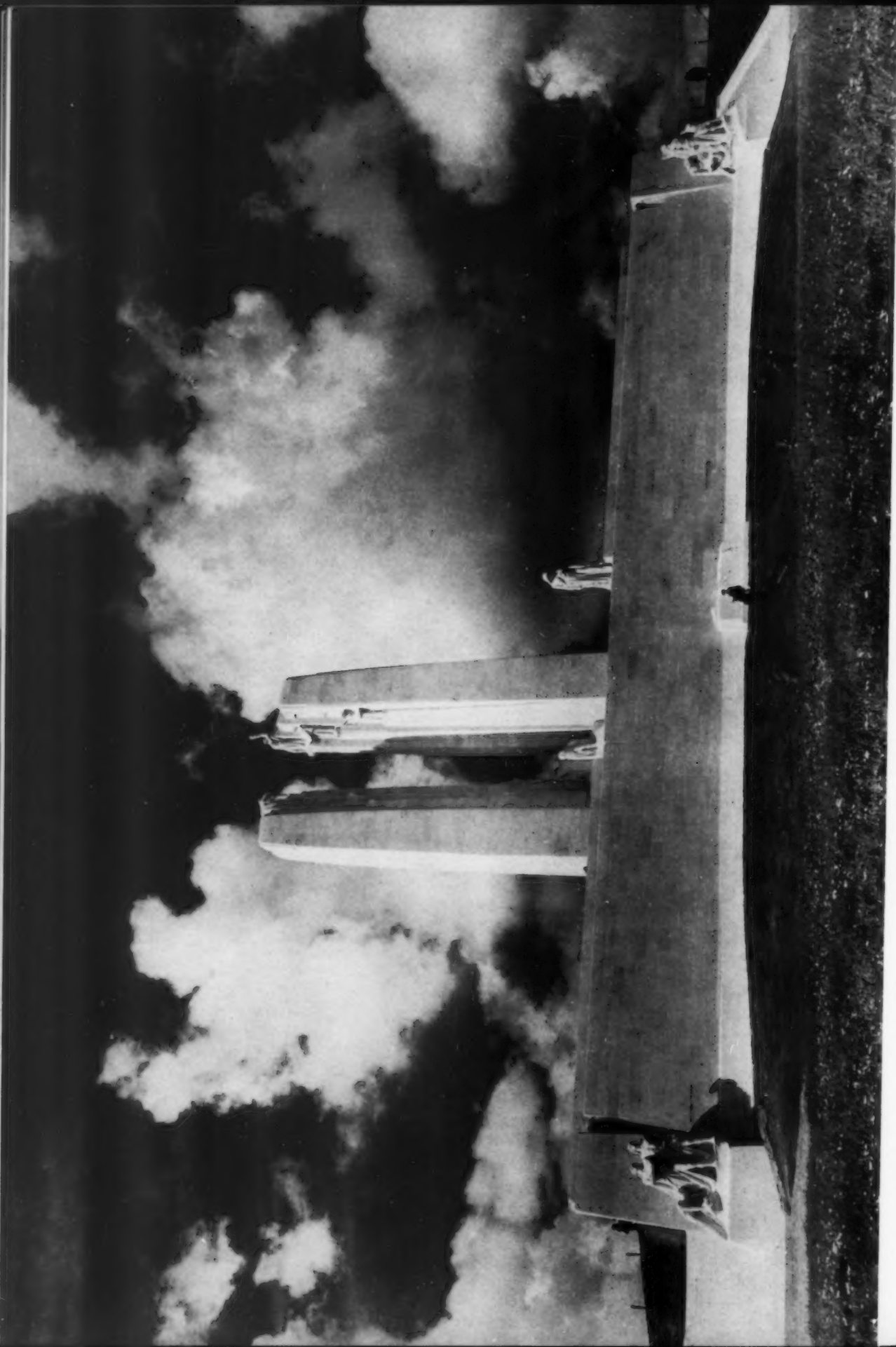
Left:—Major-General The Honourable S. C. Mewburn, P.C., C.M.G., K.C., Chairman, Canadian Battlefields Memorial Commission, under whose direction the Vimy Memorial was erected.



Right:—Mr. Walter S. Allward, artist, and architect of Vimy Memorial.

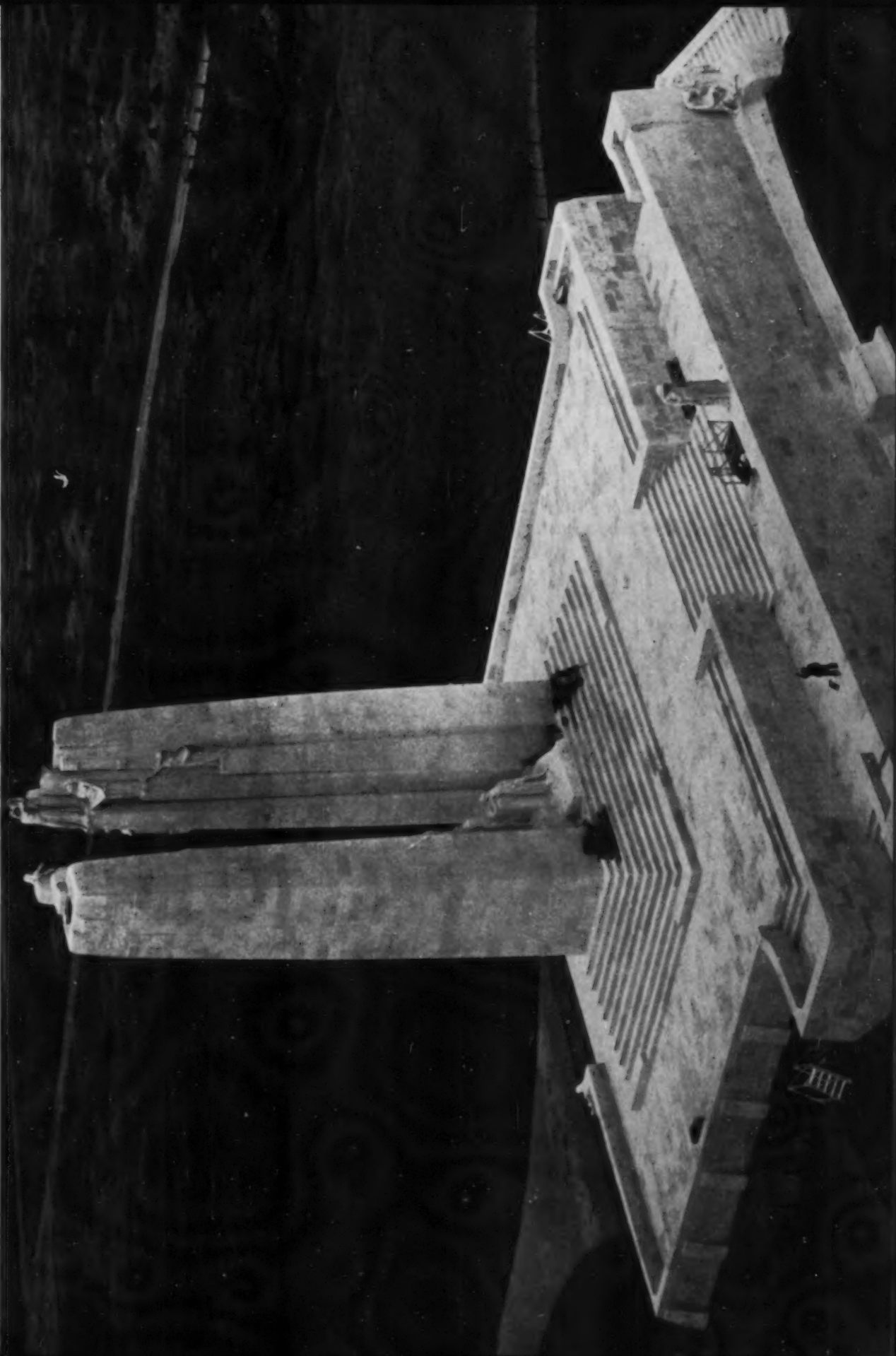
Right:—Group representing The Defenders—the Breaking of the Sword.





Below: Aerial view of memorial. — Length of front wall 230 feet; height of front wall 20 feet; height of pylons 95 feet. Total height from Tomb at base of front wall to figure at top of north pylon 135 feet.

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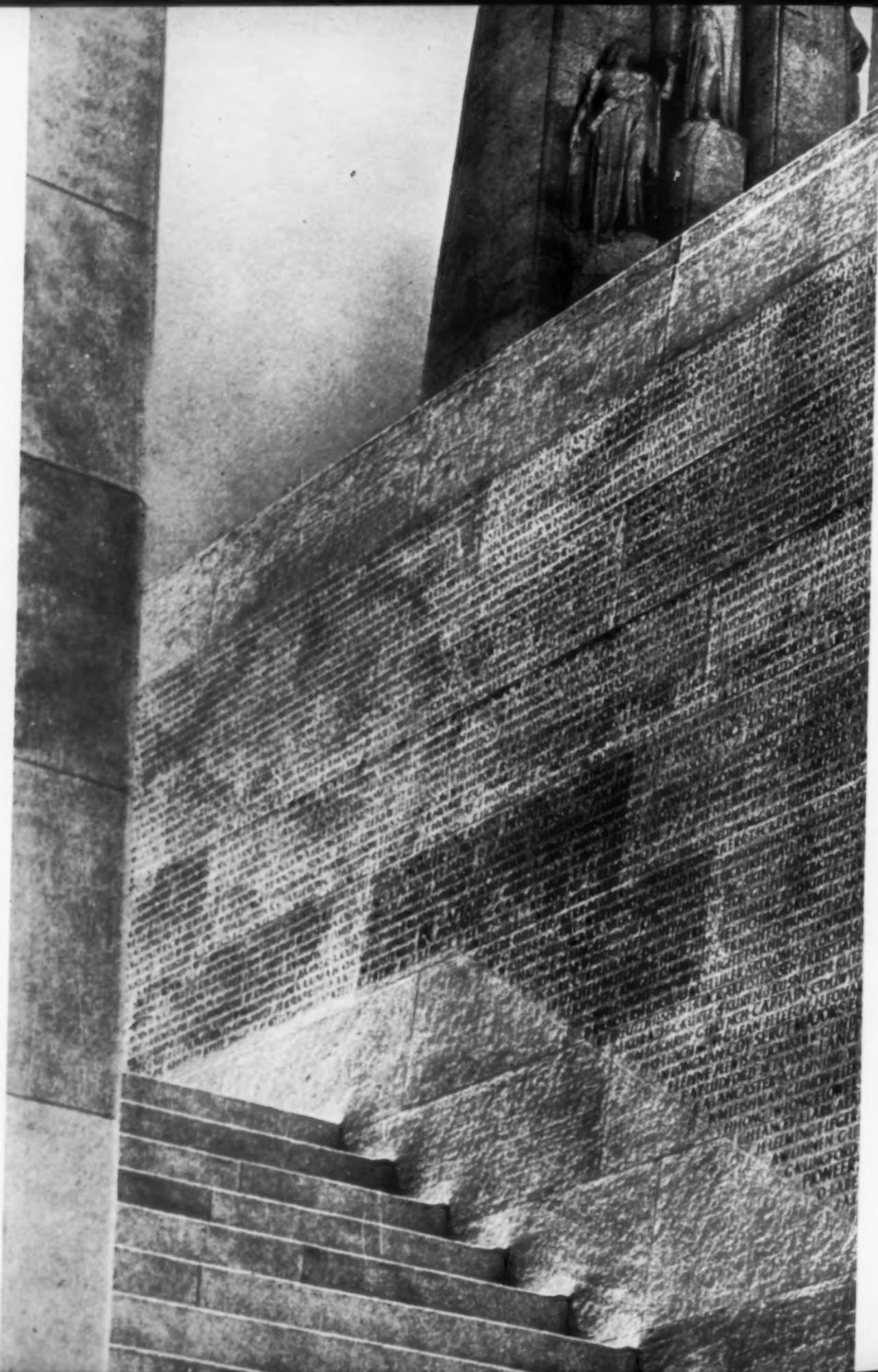




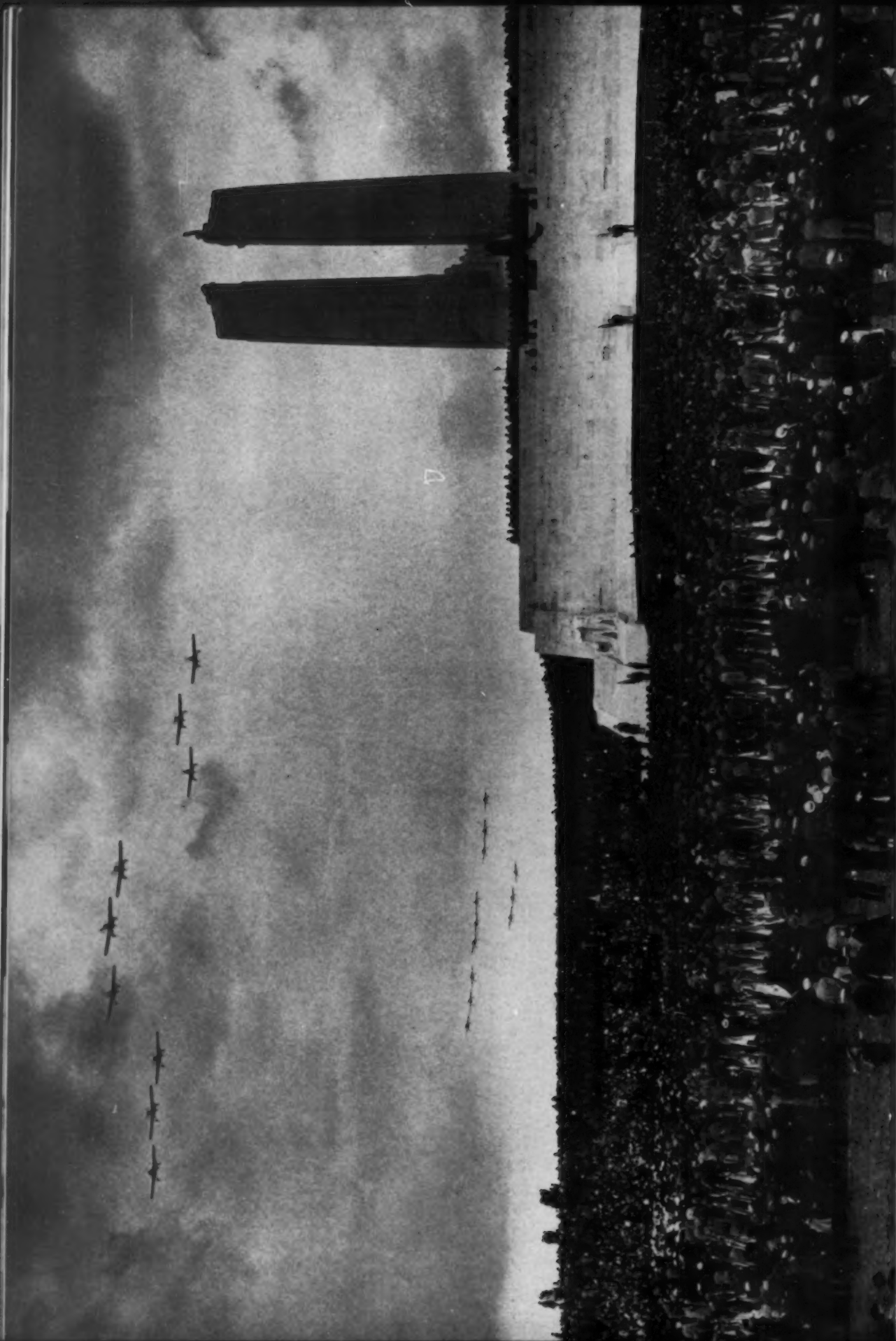


Left: — Rear view of pylons showing figures of angels.

Right: — Front view of pylons; in the foreground, the figure of Canada mourning, looking downwards at symbolic Tomb; at base of pylons, group representing sacrifice; above, figures of Peace, Honour, Charity Justice, Faith, and Hope.



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British and French airmen fly over the monument prior to the opening of the service.

British and French airmen fly over the monument prior to the opening of the service.

London News Agency.

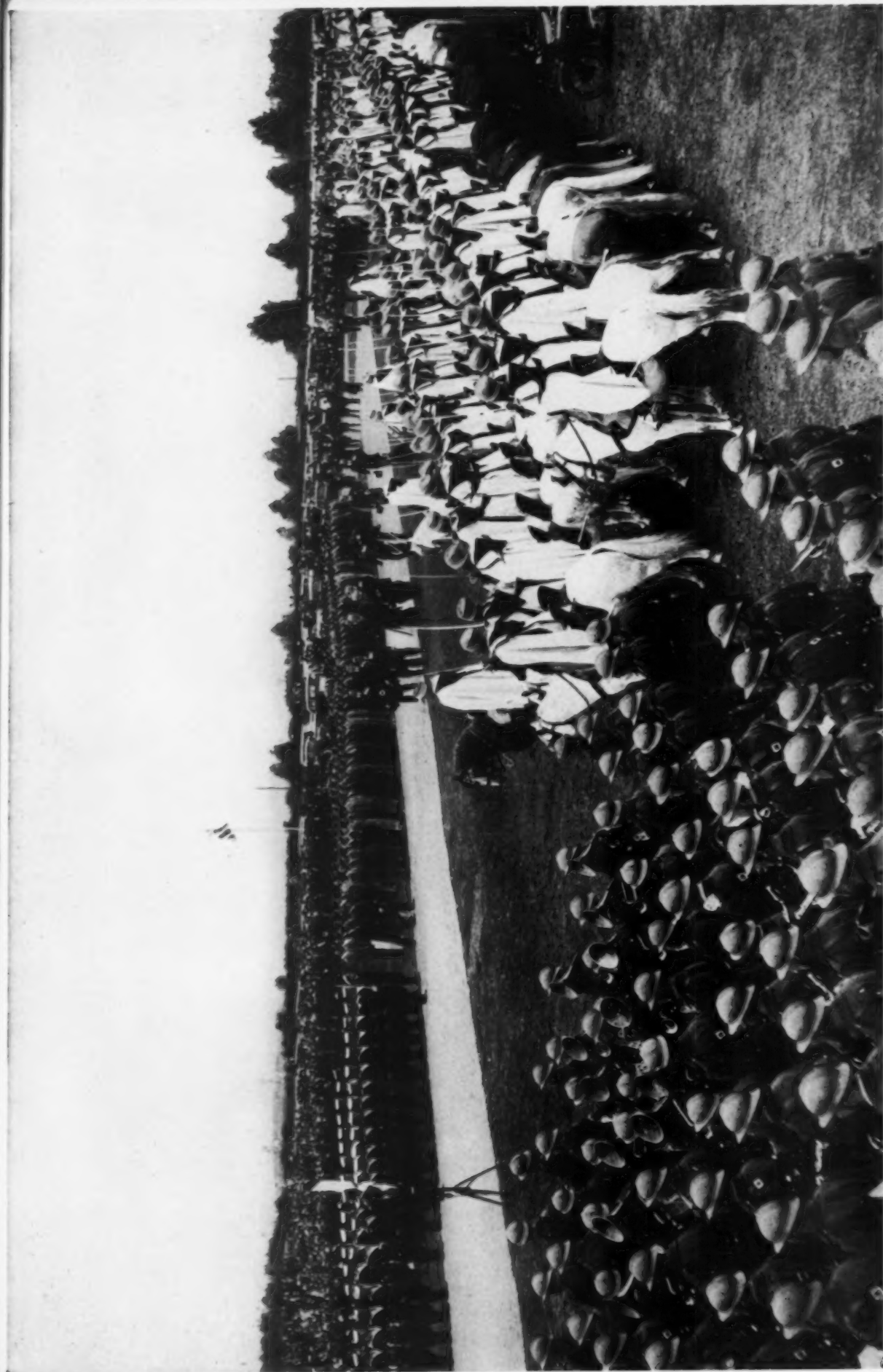




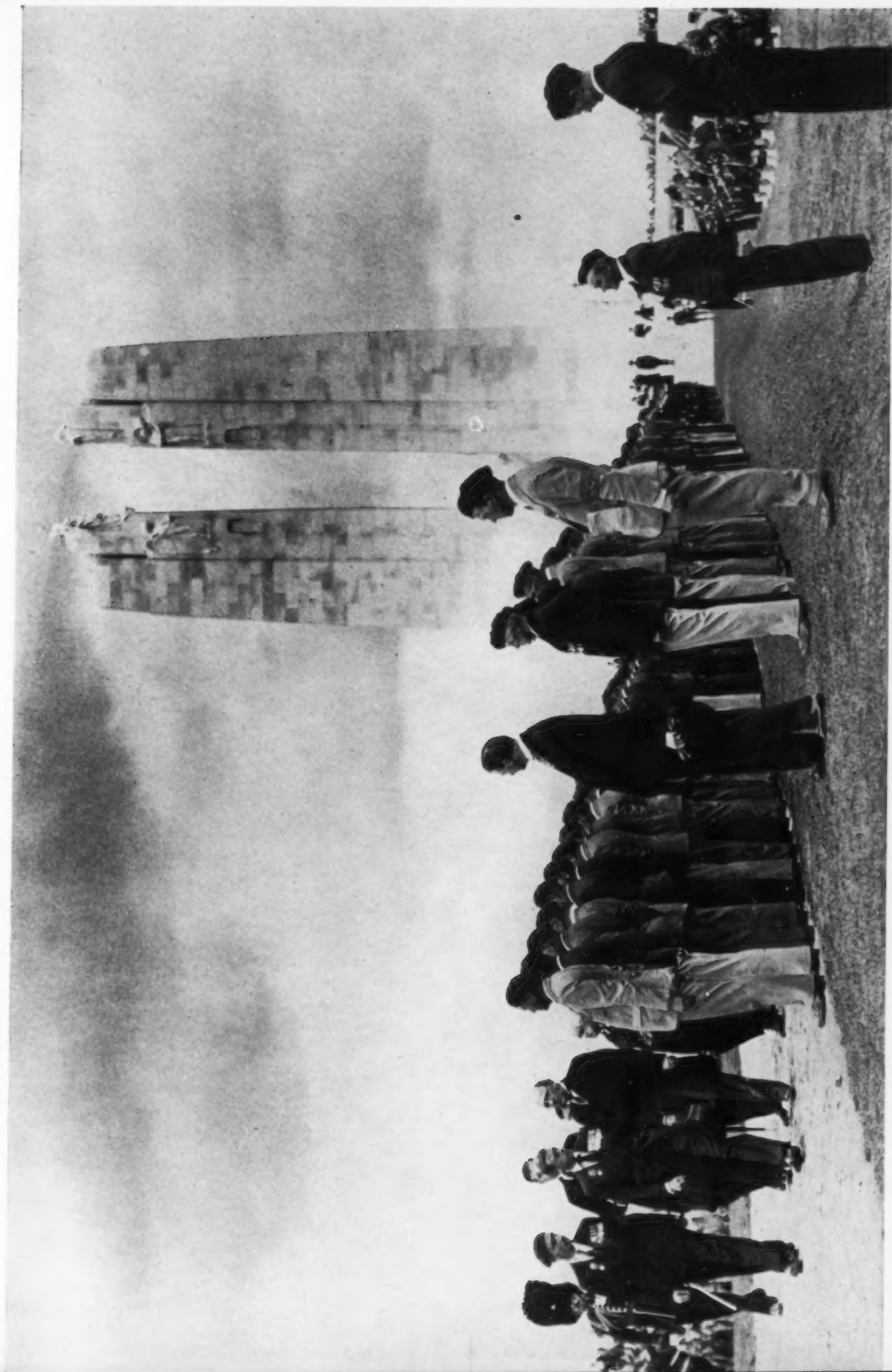
His visit ended, the King returns to meet President Lebrun.



King Edward descending the steps of the monument to meet the pilgrims.



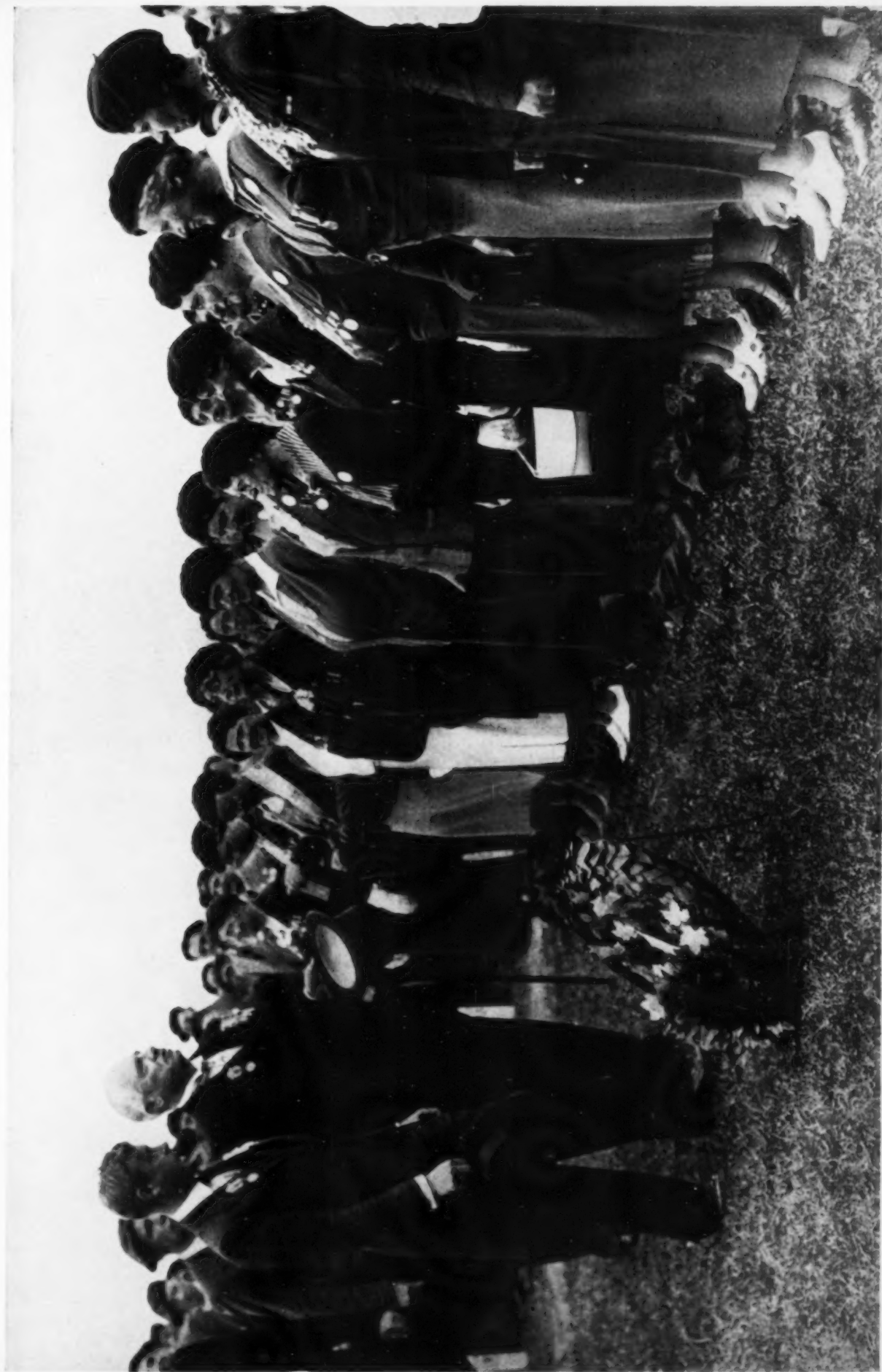
1. Returning to the monument after inspecting the Canadian guard of honour. Left foreground, trumpeters of the 3rd Regt. Engineers: right, the Spahis.



His Majesty inspects the "Boys of the Old Brigade", Major M. F. Gregg, V.C. accompanying the King.



The King decides to visit the "blue berets."



The King chatting with Canadian Nursing sisters.

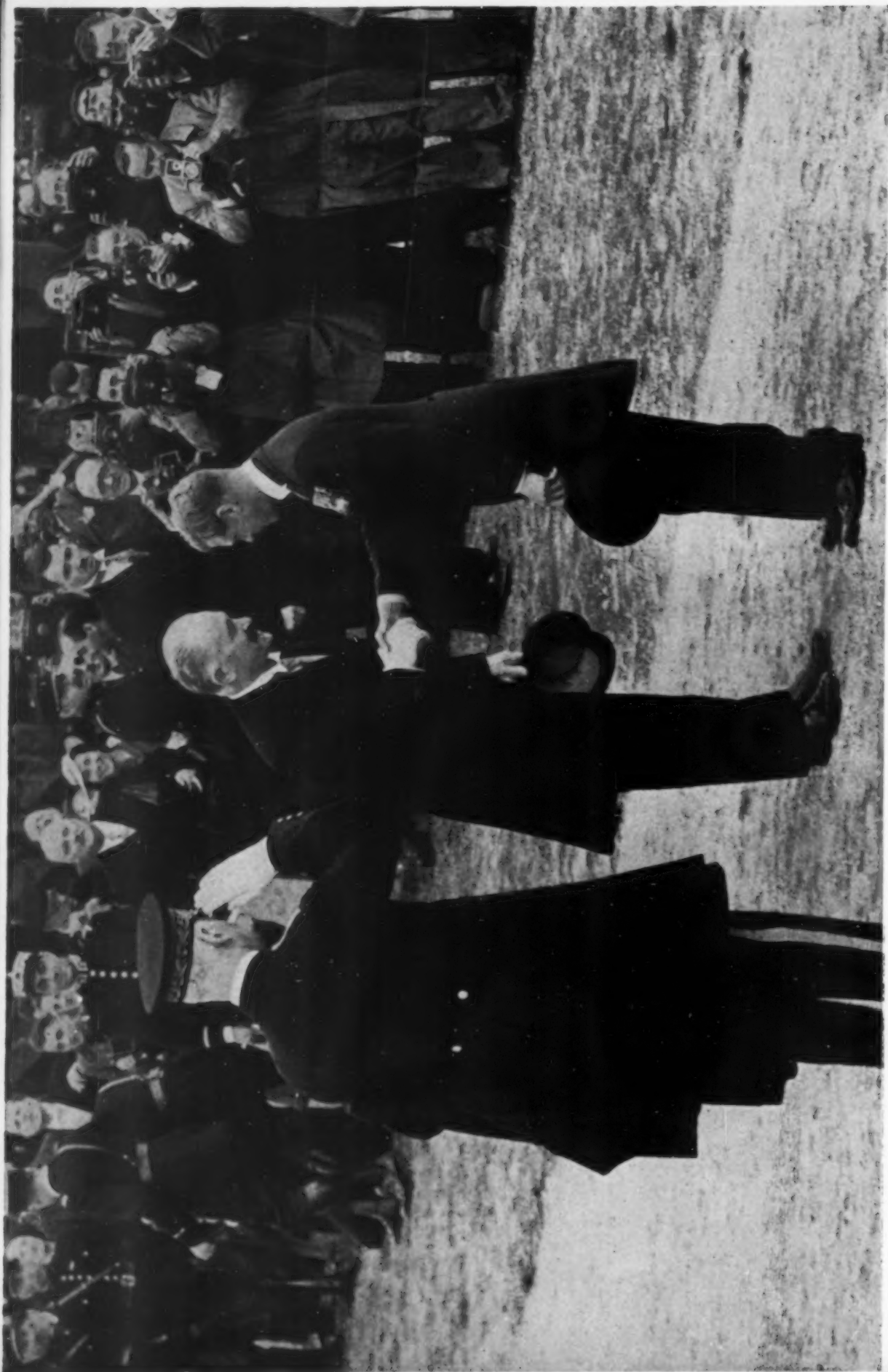


The women of the pilgrimage wore blue berets.

Sport & General, London.



King Edward enjoys mingling with the enthusiastic pilgrims.

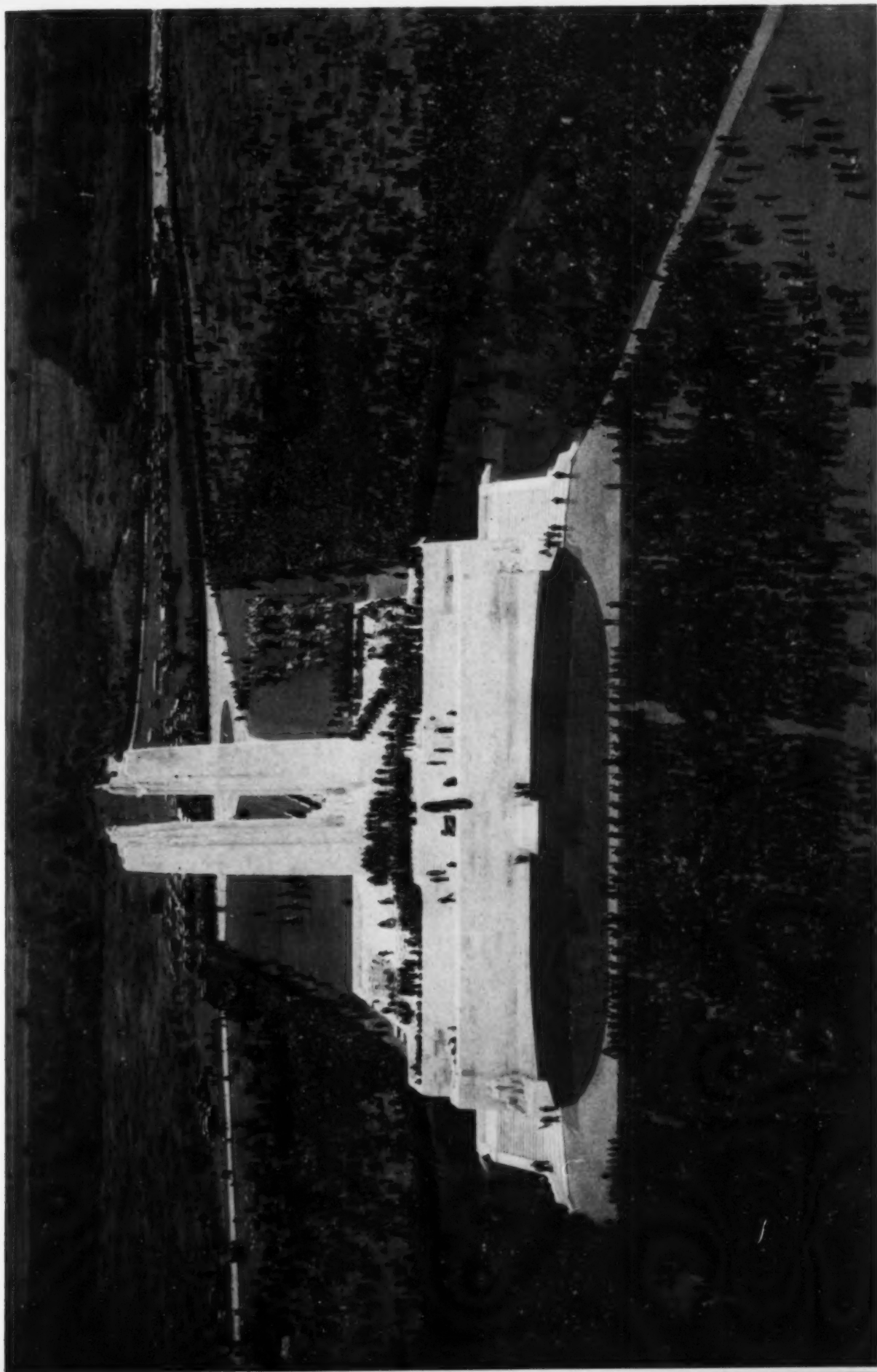


The King welcomes President Lebrun to Canadian territory.

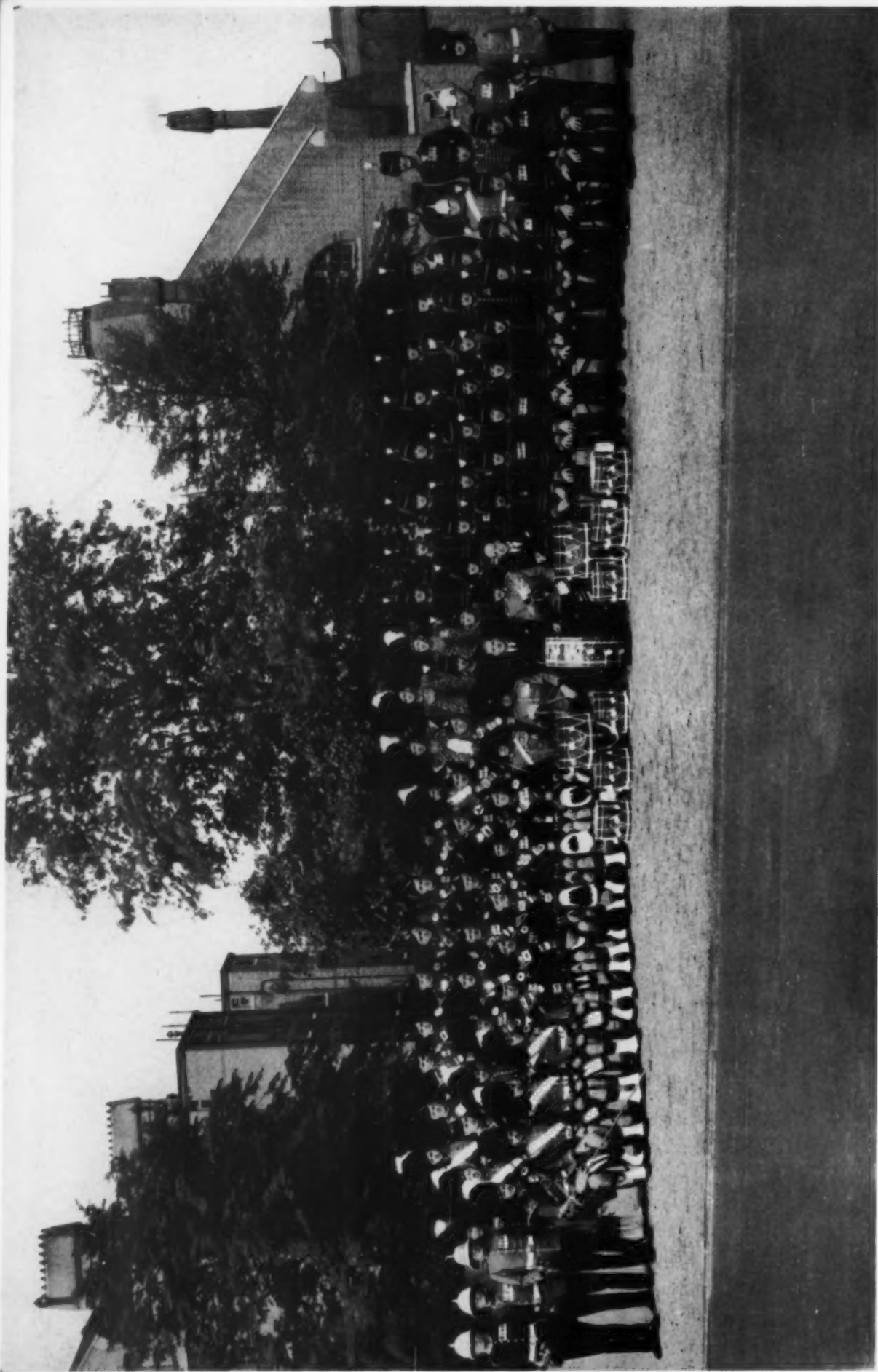


King Edward speaks to Canada — and the world.

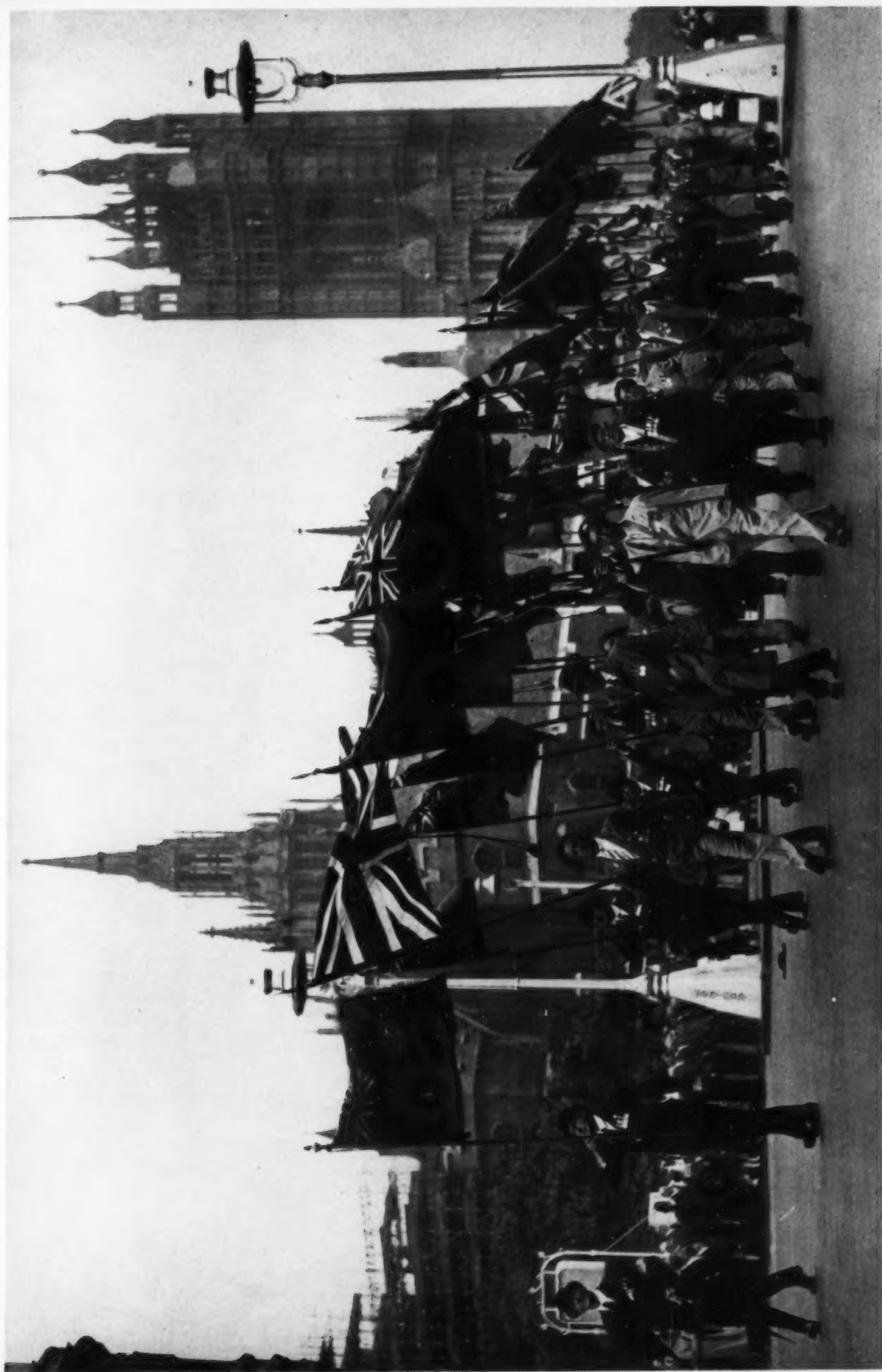




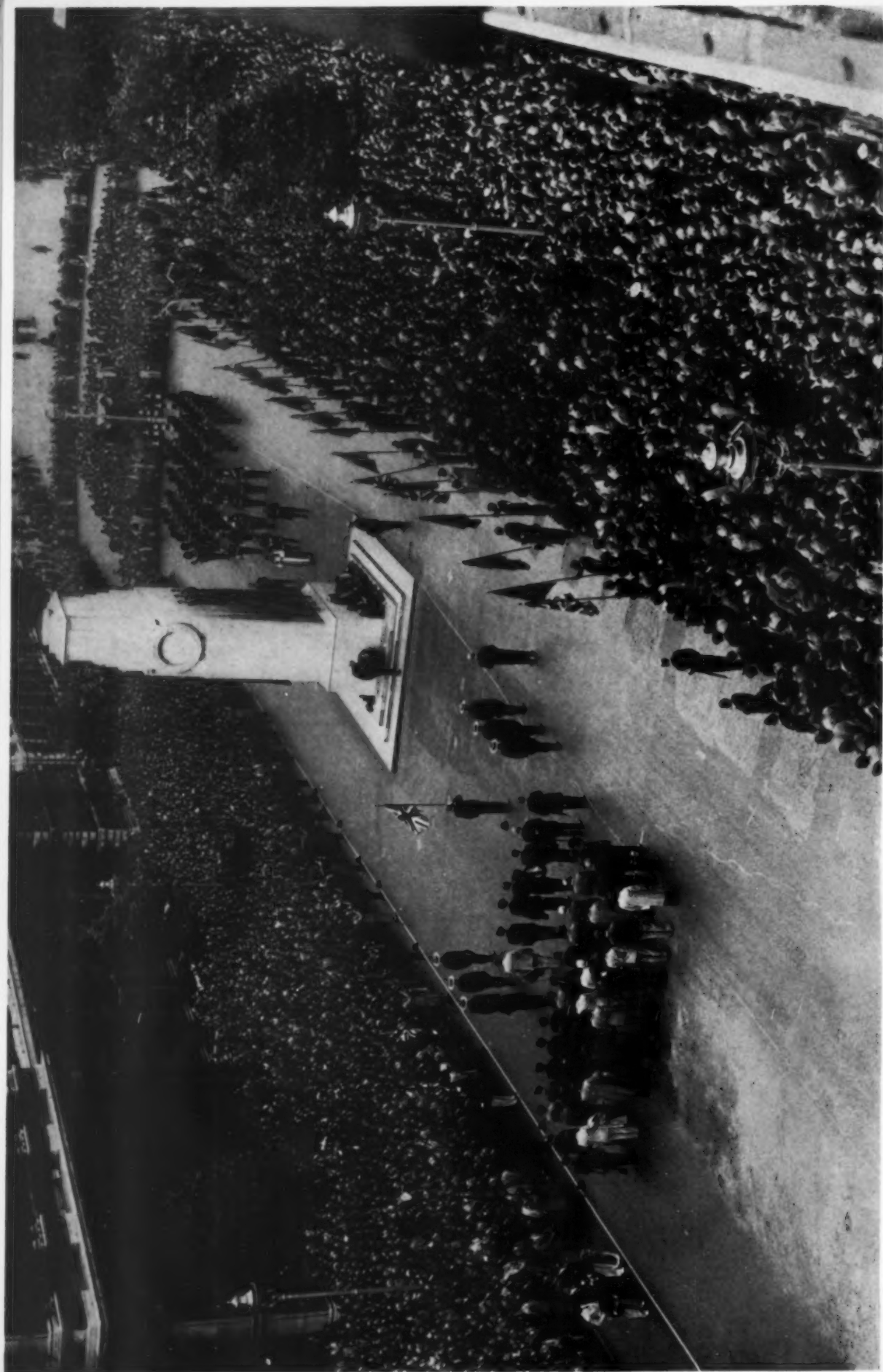
The vast throng on Vimy Ridge awaits the arrival of the King.



The Canadian buglers, pipers and bandsmen who officiated in the ceremony. Centre, the Hon. Ian Mackenzie Minister of National Defence.

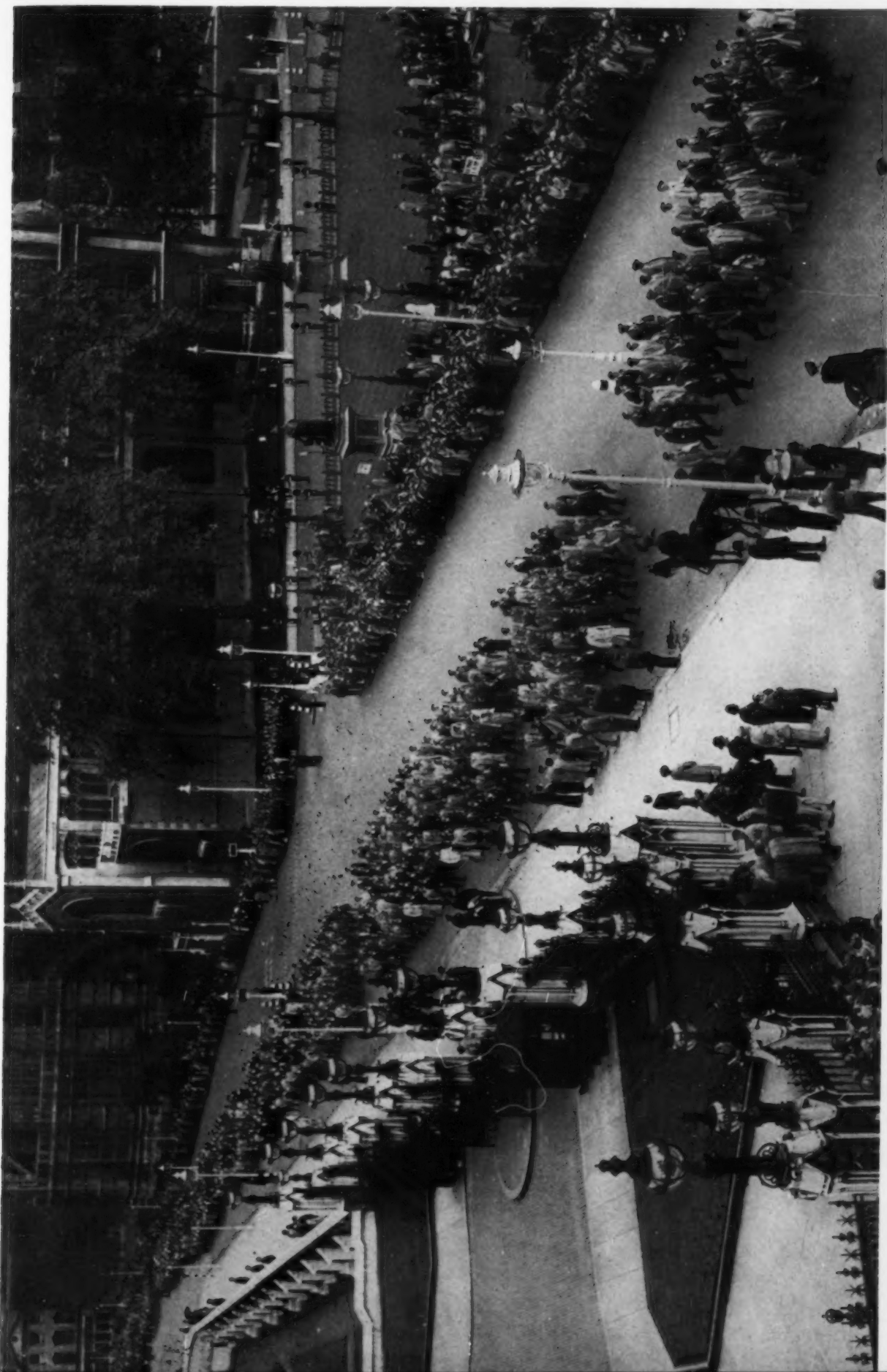


Canadian and British Legion standards heading the column of pilgrims from Westminster Hall to the London cenotaph.



The service at the cenotaph, conducted by the Bishop of London.

"Topical," London.



Pilgrims marching to the Horse Guards' Parade after the cenotaph ceremony.

"Topical," London.



Brig.-General Alex Ross places the Canadian Legion's wreath at the cenotaph.

SPORT & GENERAL.









*Christmas dinner in
the reserve trenches
on Vimy Ridge,
1916.*



*Christmas mail for
the troops.*

Off to billets.

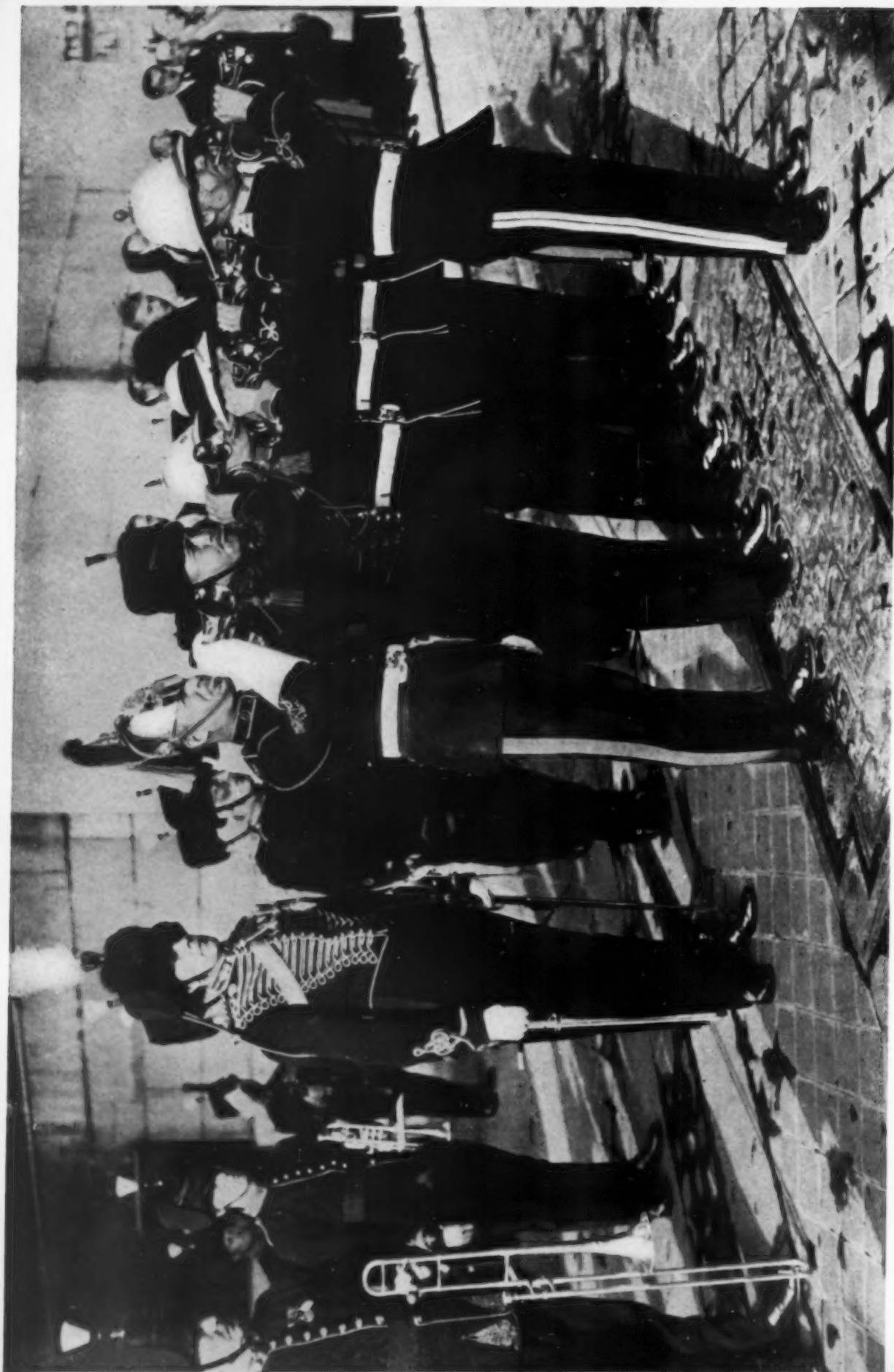


*Canadians in action
on Vimy Ridge,
April, 1917.*

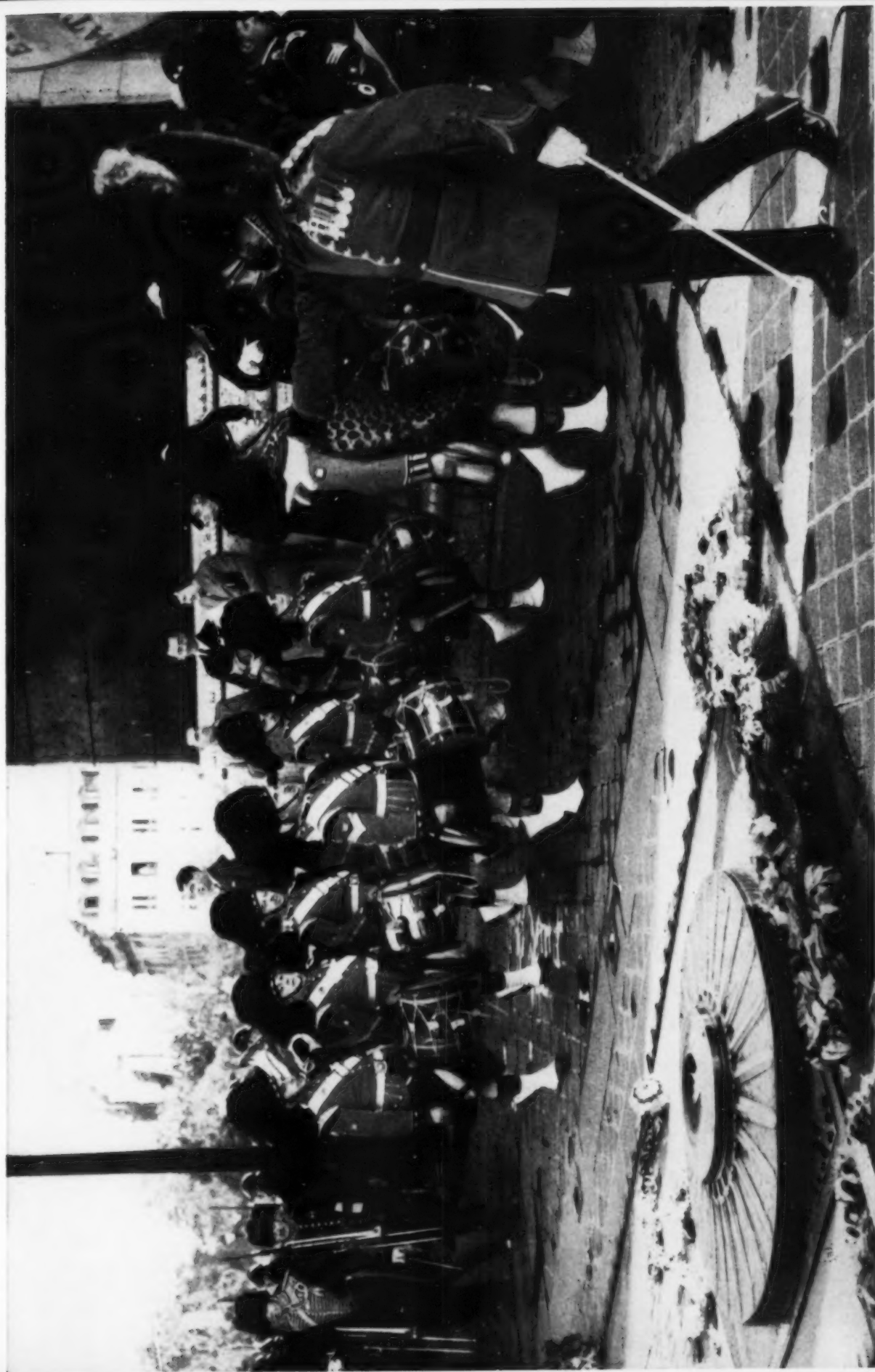
*Limbering up for
the next move for-
ward.*

Digging in.





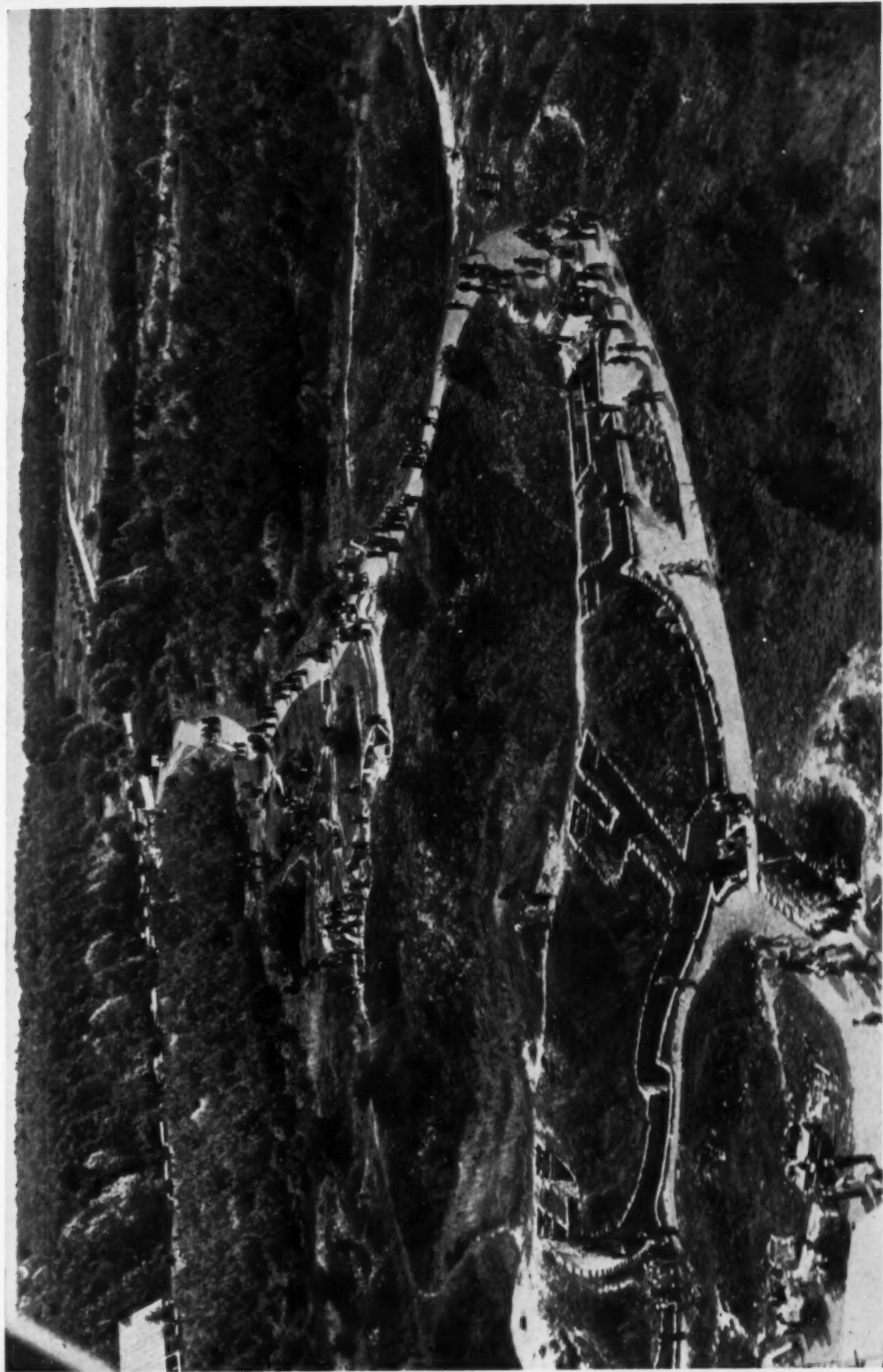
Canadian buglers and trumpeters sounding "The Last Post" at the Tomb of the Unknown Soldier, Arc de Triomphe, Paris.



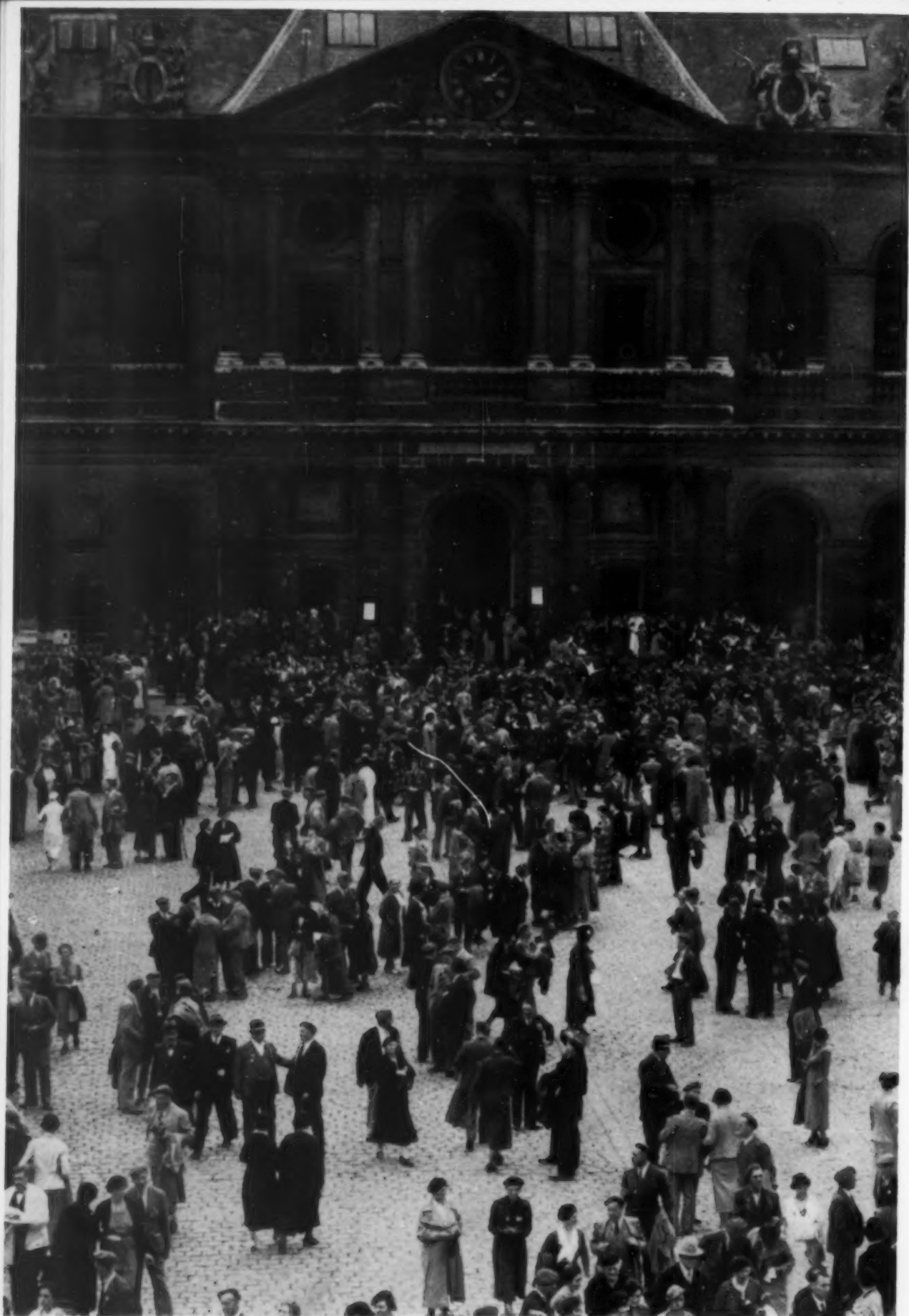
Lt.-Col. G. E. A. Dupuis, D.S.O. M.C., arranges the parade at the Tomb of the Unknown Soldier in Paris, August 1.



Re-kindling the flame at the Tomb of the Unknown Soldier.



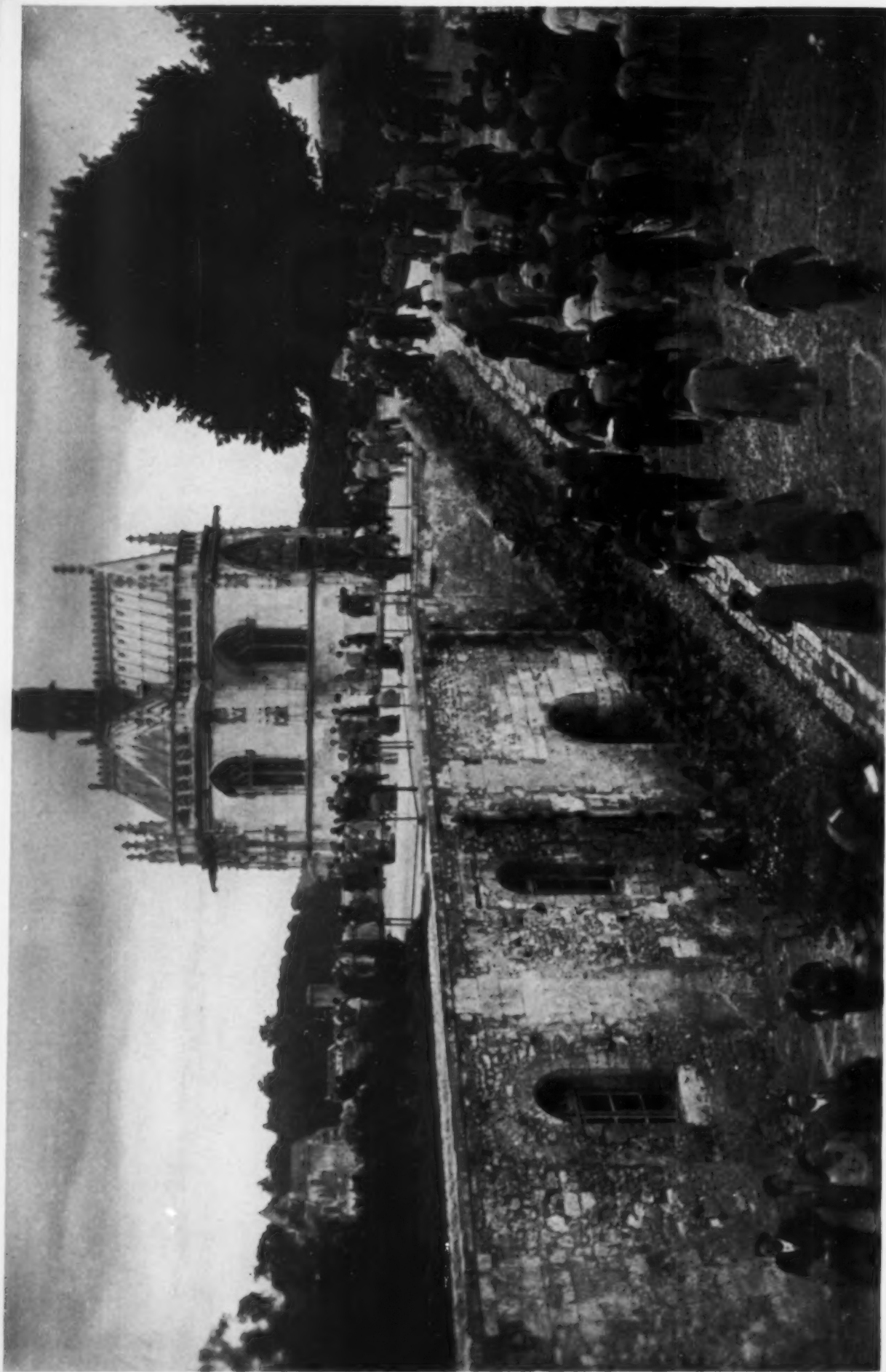
The Canadian Park on Vimy Ridge, 1936, showing in the foreground a section of the rebuilt trenches.



Guests of the Government of France, pilgrims at the Hôtel des Invalides, August 2.



Marshal Pétain addresses the Canadians from the balcony of les Invalides.

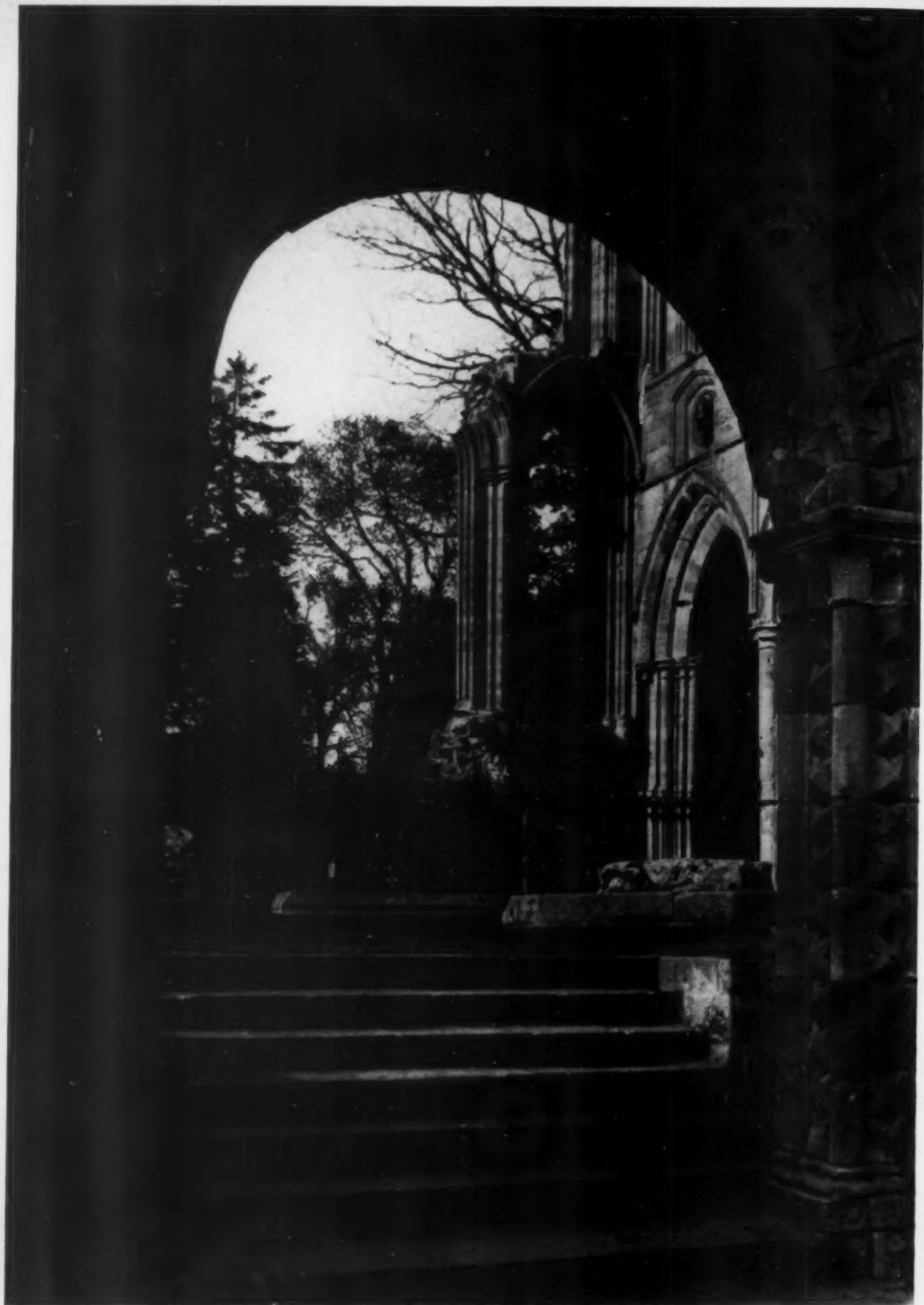


Touring pilgrims approaching the Chateau d'Amboise. In St. Hubert's Chapel, the remains of Leonardo da Vinci are believed to repose.

C. B. Buckingham, Ottawa.



Marshal Pétain arrives at les Invalides. On his right, Georges Riollot, and on his left, Intendant General Vincensini.



Canadian Legionaries laid a wreath at the tomb of Field Marshal Haig, in Scotland.

Courtesy of A. R. Edward.

Right—Vimy Ridge inscription panel in the Memorial Chamber, Peace Tower, Parliament Buildings, Ottawa.



VIMY RIDGE

During the winter 1916-1917, the Corps reorganized while holding from ECURIE to BULLY GRENAY: an Overseas Ministry and a Headquarters were established in London: in Canada factories poured out munitions of war, but voluntary recruiting declined.

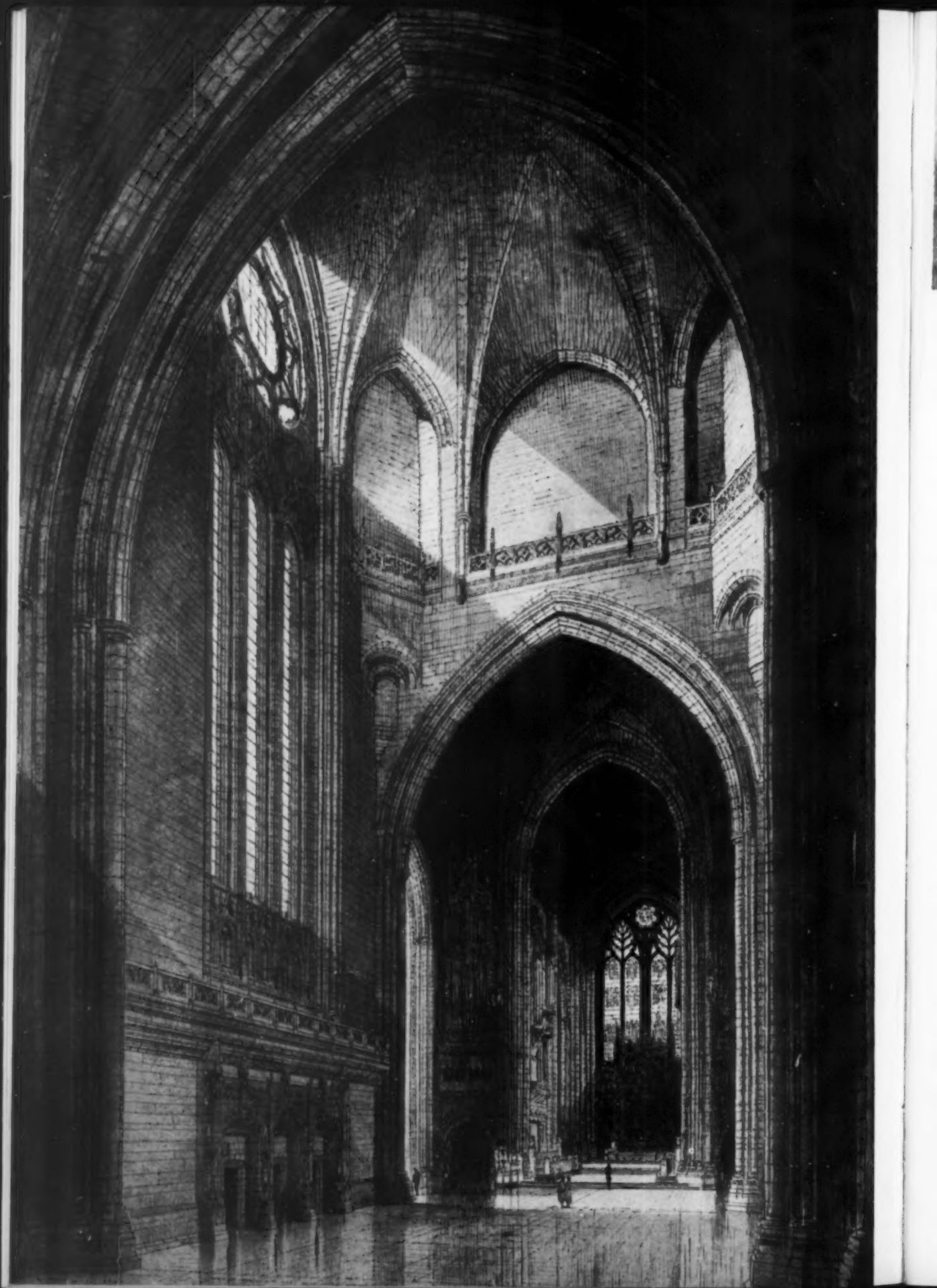
Early in Jan. elaborate preparations for the Allied offensive, N and S. of ARRAS were begun. On 27th March, the artillery bombardment opened, it increased gradually until 9th April when, with the four Divs. in concert and in line on 7500 yards of front, ECURIE-SOUCHEZ, the Cdn. Corps 100,000 strong, crashed through the German lines, swept over VIMY RIDGE, took the guns in FARBUS and GOULOT WOODS, and covered the southern attack by making THELLIS village and LA FOLIE FARM secure. WILLERVAL and GIVENCHY were taken on 13th April, ARLEUX on 28th, the line then ran across the DOUAI plain, for 5000 yards from near OPPY to BOIS DE L'HIRONDELLE. Canadian casualties in April were 13,477.

THE SCARPE

The 1st Cdn. Div. stormed FRESNOY on 3rd May, while the 2nd advanced towards ACHEVILLE. The 4th pressed on south of the SOUCHEZ, in June, and took AVION.

HILL 70

On 4th July, the Corps took ground to the North opposite LENS, and, on the 16th further left, to the LOOS section, the right was at MERICOURT. On 15th August the 1st, 2nd and 4th Cdn. Divs. attacking under a barrage, drove the enemy from HILL 70; for ten days the battle raged and more ground was made towards LENS. Casualties for July and Aug. were 10,746.





VIEW FROM PIER HEAD. The cathedral as it will appear when completed on St. James' Mount 150 feet above the Mersey. The Lady Chapel to the right has been likened to a little boat lying off a liner's bow. "The Cathedral should be seen above all, by the life of the city — the river with its ships and docks." (John Masefield).

LIVERPOOL CATHEDRAL 1900 - 1936

by PHILIP J. TURNER

NOTE: The points of the compass have been used throughout in their liturgical sense. Owing to the exigencies of the site the orientation of the building is more nearly South and North than East and West.

TO England the erection of Liverpool Cathedral marks an epoch in the annals of the country's architecture. It is the most brilliant piece of ecclesiastical design since the Middle Ages, and the ultimate realization of the enterprise is a matter of national interest.

The building is the third Anglican Cathedral to be built in England since the Reformation: St. Paul's, London; and Truro, in Cornwall being the other two.

Liverpool will when completed be by far the largest of any cathedral in Great Britain, being half as large again as St. Paul's, and five times the size of Truro. As a Christian church building it will be excelled in size only by St. Peter's, Rome, Seville in Spain, Milan in Italy and St. John the Divine, New York. In its interior, however, Liverpool will rank as the highest in Christendom, the height of its vaulting being 173 feet as against 130 in New York, and its overall length 619 feet will exceed that of New York by 18 feet.

The romantic story of how Sir Giles Gilbert Scott came to be chosen as the Architect is now well known. Suffice it to say, that at the age of 21, and while still serving his articles, his design won

first place in an open competition. The award was made in 1903 and it was in the latter part of the same year that the first building contract was let. Since that time the work has gone forward without a break.

For the first four years Mr. G. F. Bodley, the greatest exponent of Gothic architecture, was associated with Mr. Giles Scott, but after his death in 1907, Mr. Scott was given complete charge of the work. Because the building has taken so long to erect, Sir Giles G. Scott has had the opportunity to design every detail himself, whether it has been the heaviest masonry or the smallest and most delicate piece of furniture. Consequently one finds existing throughout that harmony and good taste which arise from the master mind of a great artist influencing and controlling everything about the building.

The cathedral has been built in sections, each part being completed in every detail before the next is undertaken. The first portion to be erected was the Lady Chapel, which in itself is as large as a good sized church, (120 feet by 33½ feet wide). This Chapel was opened in 1910, and the second contract comprising the chancel, chapter

Left:

CENTRAL SPACE LOOKING EAST, AS IT WILL APPEAR WHEN COMPLETED. This central space, 72 feet by 201 feet, is now nearing completion. The architect considers the most dramatic moment in the building of the Cathedral will be the removing of the temporary wall that has occupied the centre arched opening since 1924. A gallery circumnavigates the tower at a height of 120 feet above floor level.



house and eastern transepts was undertaken immediately afterwards. This part of the building was opened by King George V in July, 1924, and it was on this occasion that the Architect at the age of 41 received his knighthood. In the following year, building operations to cost \$1,750,000 and comprising the contract for the large "central space," western transepts, and two connecting porches were commenced. This work has been going on without interruption for the last eleven years, and it is expected that the work in its completed form will be handed over to be used in 1938. Then the Nave and Tower will still remain to be built—the crowning accomplishment of which, it is hoped, will take place by 1945.

In choosing St. James' Mount for a site the Committee has been particularly fortunate. It is about 150 feet above the river, and about a mile away from the commercial centre of the city. Furthermore there is an open space around which gives unobstructed views on all sides—the dominating mass of the building overtopping everything in the vicinity.

On the land or north side of the site exists an abandoned quarry. This is about 80 feet below that portion of the site on which the cathedral stands, and was some years ago converted into a cemetery. The fact that the old rock face of the quarry is covered with trees and bushes not only gives a very effective contrast to the red sandstone of the building, but also serves to accentuate the commanding height of the choir, tower and transepts.

Since the principal views of the exterior are from the north and south, it was found desirable to break away from the old tradition of focussing attention on the west end. The north and west facades have in consequence been treated as the main elevations, with the east and west subsidiary to them. It will be noticed that the architect has minimized and almost wholly abrogated the interior function of these transepts by utilizing the area they occupy to form a great central space at the crossing beneath the tower, which is unimpeded by piers or divisions of any kind.

The providing of such a large "central space"—for which no appropriate ecclesiastical name as yet appears to have been found—was the one important stipulation of the original scheme. Accommodation was asked for a congregation

of 3,000 persons, who would be able on special occasions to hear and see a preacher and join in the acts of worship. This unusual requirement has in fact set the scale for the building, and the size of the whole project in its correct relation thereto has resulted in the building working out larger than was originally contemplated by the promoters. This "central space" has a length of 201 feet and a width of 73 feet. This area is $1\frac{1}{2}$ times larger than that under the dome of St. Paul's Cathedral London.

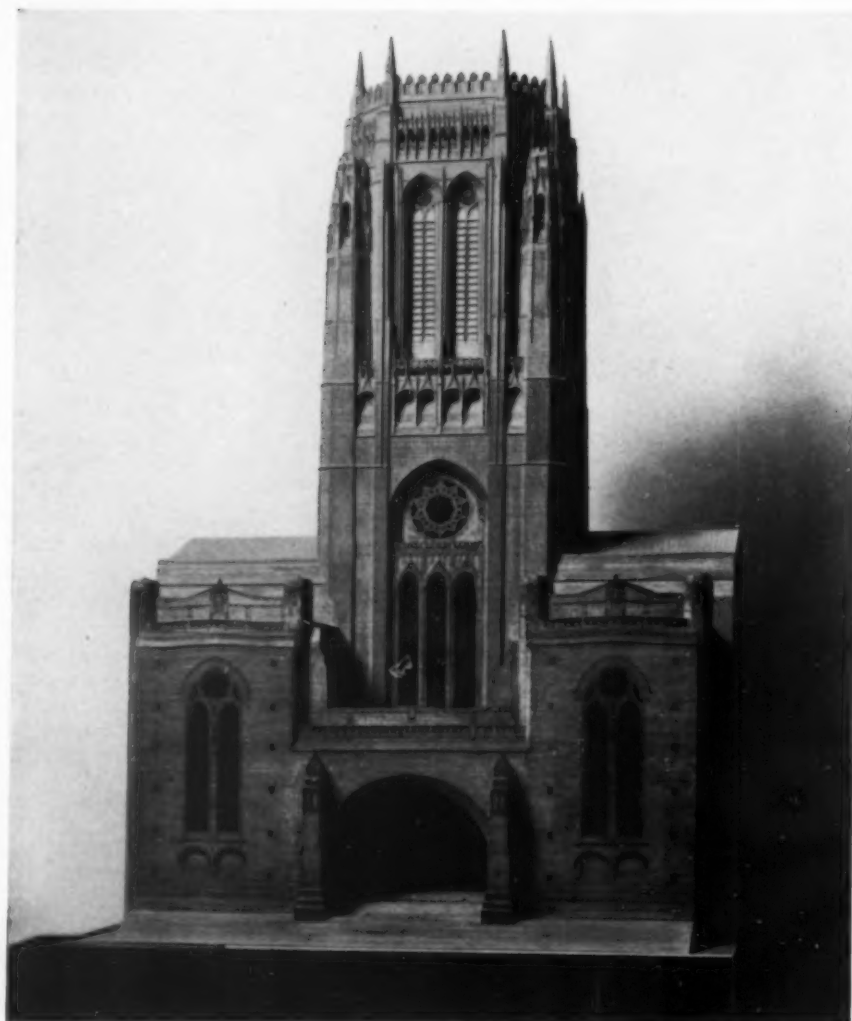
No building in the process of erection has departed so radically from the original design as Liverpool Cathedral. The architect with "his constant thirst for perfection" has modified the plans as the work has proceeded, and the Cathedral, as carried out, is the product of a man whose mind has never ceased to develop. As a result the Cathedral has that dynamic quality which all great buildings, irrespective of style, inevitably possess. The greatest change of all has been the substitution of one large central tower for twin towers over the Eastern Transepts.

This central tower is the glory and principal feature of the whole design and is on a scale never before attempted. At present (June 1936) it rises to a height of 188 feet, but when completed it will be 331 feet above floor level, or 347 feet above the level of St. James Road. This is 50 feet higher than the Peace Tower at Ottawa. On plan it has an overall width of 95 feet, with walls $11\frac{1}{2}$ feet thick at its base. It is difficult to visualize what such figures represent, though it may be pointed out that its interior width of 72 feet is larger than the length of a full-sized tennis court.

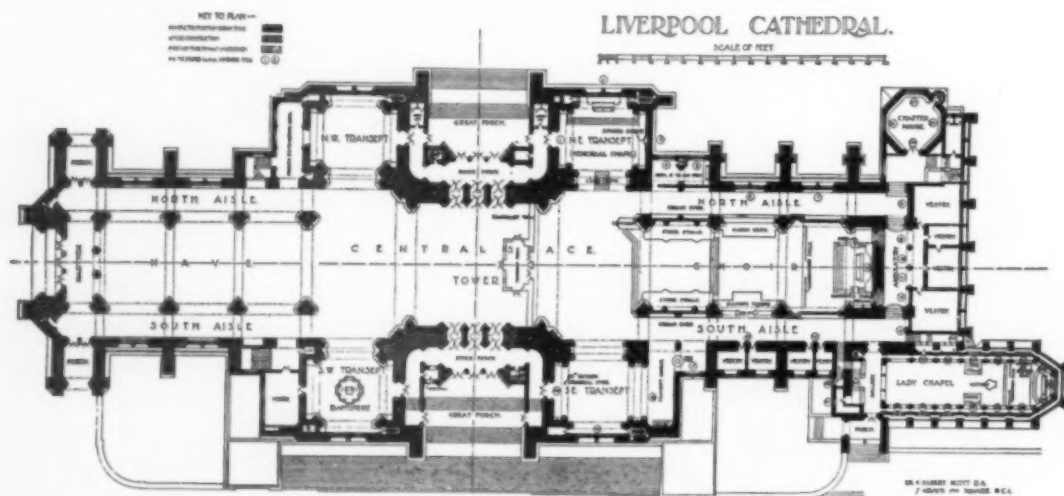
The completion of the tower above the main roof was rendered possible in March, 1934, by Lord Vestey and his brother, Sir Edmund Vestey, who contributed the magnificent sum of £220,000 (\$1,100,000) for its erection as a memorial to their parents. The tower is therefore to be known as the Vestey Tower. Not only will it be the dominant feature, but from a technical point of view it is the most difficult one in the whole design. An ideal tower must look perfectly proportioned when seen from far or near as well as from an angle, and it must give an impression of solidity and stability.

Though not apparent, the walls are given a slight batter to overcome the well-

Left—VIEW FROM S.E. Double transepts with main entrance porch between. Tower rises to 170 feet level, or one-half its future height. Entrance porch to Lady Chapel—given by the children of the Diocese—on right foreground. Heating chamber entrance next sidewalk just right of transept. Raised plateau is the Founder's Plot with grave of Bishop Chavasse. Size of figure on tower gives idea of scale of building.



THE VESTEY TOWER photographed from a model. Height to top of the pinnacles 331 feet above floor level, (347 from road). Circular windowhead has a diameter of $22\frac{1}{2}$ feet. Immediately below this are doorways on each side of window giving access to gallery that runs across windows. Louvres of tower will turn upwards when bells are rung.



PLAN. Dominating feature is the central space 201 feet by 72 feet wide to seat 3,000 people. The tower piers are set back behind the line of the nave and choir arcading, allowing for an unobstructed view of the east end and choir.

known optical delusion that parallel vertical lines are not parallel. Apart from the size of the tower, its outstanding feature is the gradual enrichment of the design as the top is reached: for it will culminate at its summit in almost a riot of elaborate detail.

Provision is being made for a peal of 13 bells, and the necessary construction to support the bells and ringing chamber is unique, as nothing of the kind has ever been attempted before. Steel trusses of lattice form, 21 feet in height and 82 feet long, cross the tower diagonally and support above the floor of the concrete circular bell frame. Below, the trusses support the floor of the ringing chamber and the sound-damping chamber which is just below the bell frame and 10 feet in height. The vibrations and strains set up by a peal of bells, especially at such a height, are unusual. To overcome these and to prevent any tendency for the walls to splay out or develop vertical cracks, there has been constructed an immense reinforced concrete girdle 6 feet square all round the tower.

The tower vault erected at a height of 173 feet is a wonderful achievement and encloses an area of 4208 sq. ft. When it is realized that the stonework in the vault itself weighs 560 tons, all of which had at first to be temporarily supported by a frame consisting of balks of timber, one can imagine the magnitude of the undertaking. In the centre of the vault an "eye" — ten feet in diameter — has been formed, through which the bells will be hoisted.

Liverpool Cathedral is being built on true Gothic principles, and it is in no way dependent on hidden steel work for its stability. Concrete, however, although unknown to Gothic builders, has been used for the outer roof as well as for the heating chamber ducts. Steel has been used instead of wood in the tower because it is a better material, and owing to the size of the tower it would have been impossible to carry a large peal of bells on wood in the centre of the tower. But there has been no concealment of function anywhere in the building, such as is the case with a modern sky-scraper where the walls are thin curtains hardly able to carry their own weight, the whole stability depending on concealed steelwork. The walls of the tower as of the remainder of the building will be what they appear to be — solid. Similarly the arches and

vaults are of stone, built in a stone technique and carry the weights they appear to support.

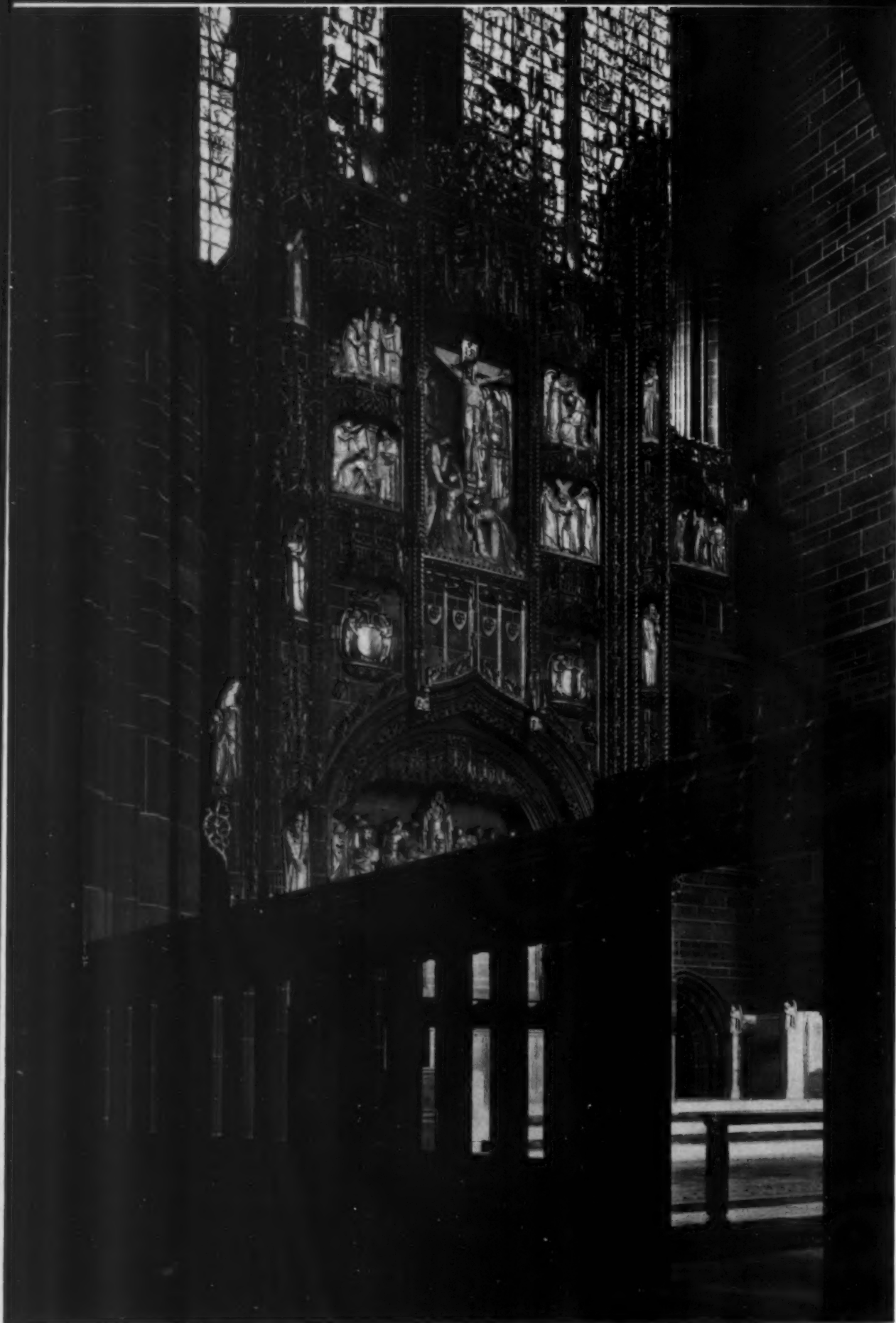
The stone used is a local sandstone quarried at Woolton. It is a beautiful rose-pink and weathers well. The rough blocks are brought by lorry to the site, sawn by electrically driven saws and worked and cut to the size required within the building precincts, in the same manner as the Medieval cathedrals were built.

In 1934 in order that the supply of stone necessary to complete the building might be insured, the quarry from which the stone is taken, covering 6½ acres of land, was given by Lord Salisbury.

It may be said that no cathedral has ever been built with the money of so great a number of people. It is not the work of a few individuals, but of hundreds of citizens regardless of creed, and Liverpool is thus the most democratic Cathedral ever built. In addition over two hundred private donations have been made to special objects — one characteristic of many of the donors being their desire to remain anonymous. These gifts include the bells, the organ (including an endowment fund for the same), all the stained glass windows, the pulpit, choir stalls, font and cover, south and north porches, reredos, Chapter House, Lady Chapel entrance, Bishop's throne, and one of the last — the Vestey Tower.

It is estimated that the total cost of the building will be approximately £2,100,000 or 10½ million dollars — a large sum, but small when compared with the cost of a modern battleship or a "Queen Mary." Up to the present time with accumulated interest, the magnificent total of 1½ million pounds has already been contributed to this outstanding building of the 20th century.

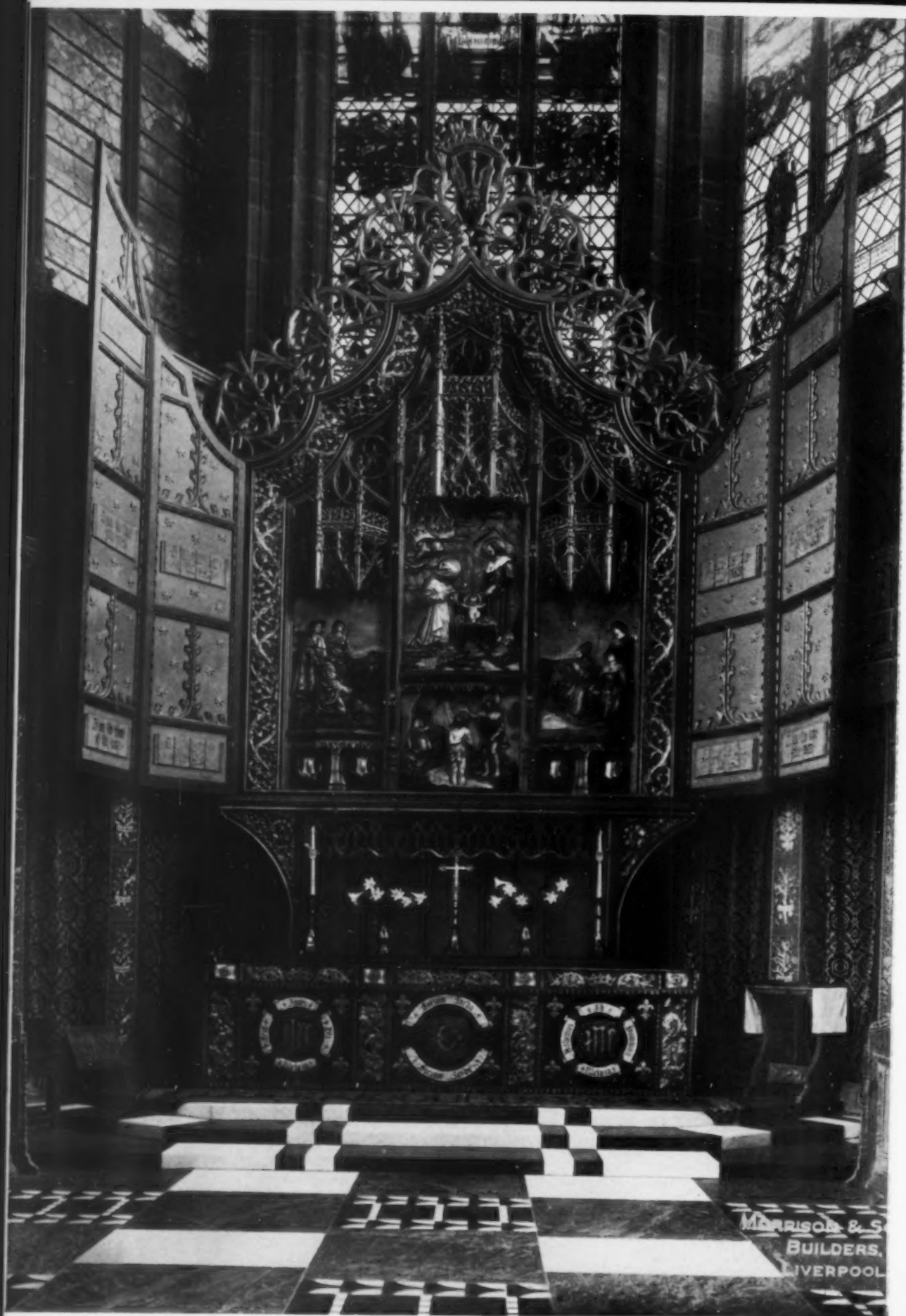
Much still remains to be done before all is complete, but with a continuance of that courage and imagination, labour and self-sacrifice that has characterized all those who have been responsible for or connected with the building during the last 36 years, it is hoped that the goal should be reached before many more years have passed. Then returning exiles and voyageurs from all parts of the Empire will see as they sail up the Mersey the Cathedral in the glory of completion, a building set on a hill "exceeding magnifical."



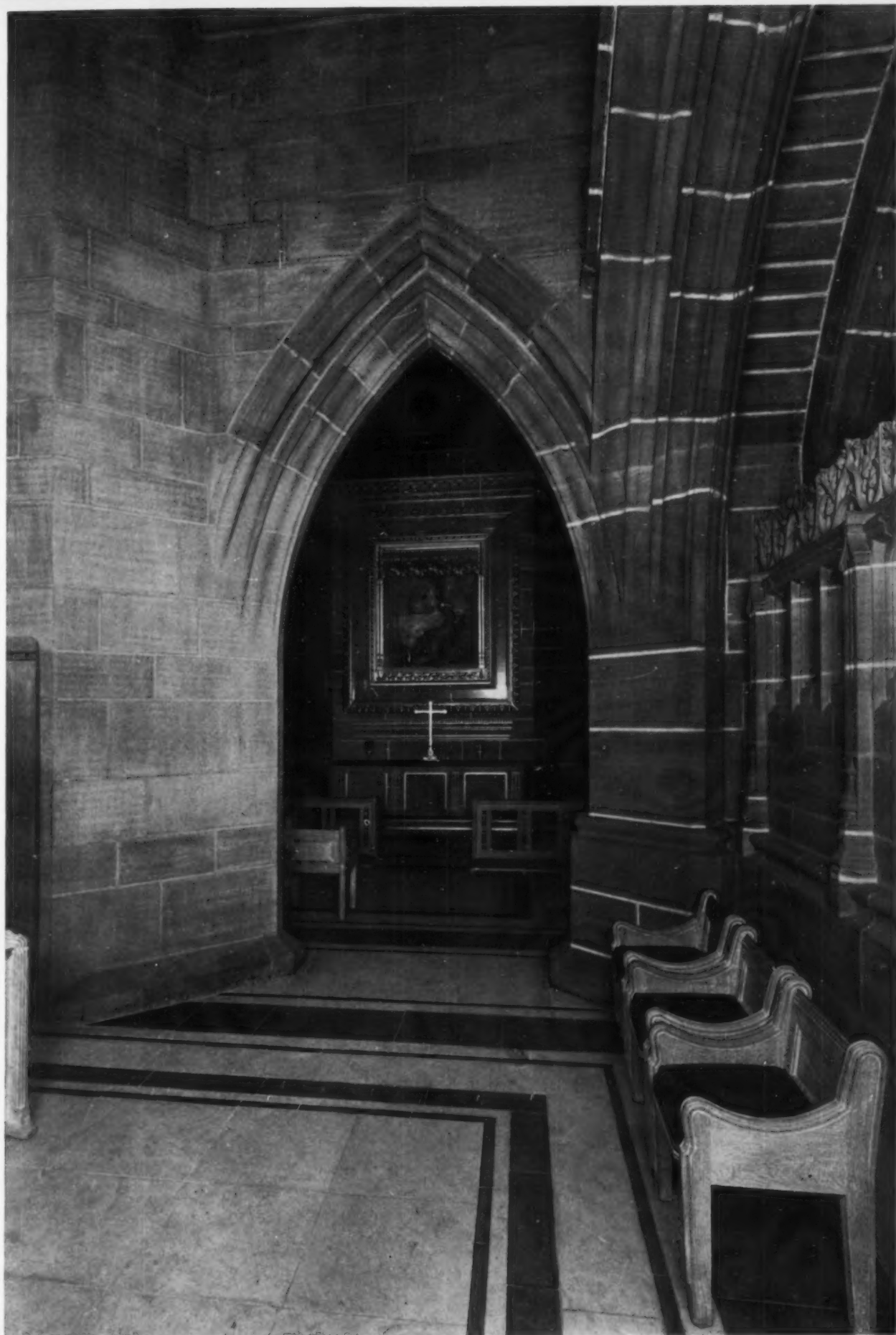
REREDOS FROM N. CHOIR AISLE. *The reredos 65 feet high and 48 feet wide of sandstone partially gilt is structurally part of the E. wall. The carved panels depicting the principal events in the life of Our Lord are the work of Mr. Walter Gilbert.*



CHOIR LOOKING EAST. Choir 72½ feet wide is greater than any other cathedral. Total height of vaulting is 116 feet. Pink stone, silver grey oak, marble floors and stained glass create a rich colour effect. "Te Deum" window 44 feet by 76 feet is the largest in England.



THE LADY CHAPEL REREDOS is in the form of a triptych. The four reliefs consist of the Nativity in the centre, Baptism below, and



CHAPEL OF THE HOLY SPIRIT. *Alabaster panel of Reredos portrays Christ in solitary prayer on the Mountain. A judicious application*



CANADA'S WESTERN PROVINCE, BRITISH COLUMBIA

by M. Y. WILLIAMS

Illustrations, courtesy of Geological Survey.

"GO WEST, young man!" was Horace Greeley's pioneer slogan of the Nineteenth Century, but "West" to him meant California and Texas, the prairies, land of the buffalo, the wheat and ranch lands of to-day. Although still farther west, British Columbia belongs to a different realm, contiguous to the North Pacific. Japanese junks have been cast up on British Columbia's coast, but only by determined and adventurous effort did Europeans or eastern Americans reach her island fringe or cross her mountain barriers. The Pacific Ocean separates and connects British Columbia and the Orient,—the last frontiers of the New World and that greatest of land masses, where the human race was cradled.

A sea of mountains, glaciers, fiords, giant timber, mines of precious metals, rivers choked with salmon, herds of game, equable climate, deluges of rain,—these are high lights in many a word picture of British Columbia. For such a vast and diversified territory, no generalization can apply. Great mountain chains there are, it is true, but there are hundreds of lovely, fertile valleys, and vast areas of interior plains, not to mention the prairies and park-like foothills of the last Northwest, the Peace River area of British Columbia. Giant timber clothes the coastal ranges and islands, but much of the interior plateau has only sagebrush and cactus with scattered stands of yellow pine. Mines there are, and to them the Province owes much indeed, but mines play out, and large areas have no mineral production.

Excepting the storied orchards of the Okanagan, agriculture is seldom stressed, and yet, in its various phases, it is one of the three major industries in the Province. The equable climate is mainly confined to coastal regions, hot dry summers and heavy snow and extreme sub-zero temperatures in winter being normal over vast areas. Heavy precipitation is common on the coastal islands and on the western flanks of the Coast Ranges, where it locally reaches 210 inches per annum. On the

other hand, the southern Interior Plateaus are semi-arid, the average annual precipitation being as low as 7 inches in some localities. In fact the famous Okanagan and Kootenay fruit belts depend entirely upon irrigation.

British Columbia has had a portentous geological past! During the great Coal Age, shallow seas covered her territory and she did not share in the succeeding upthrust which formed the Appalachian mountain system of Eastern America. The Coast Ranges and Selkirks were built with a recurring blaze of igneous activity during the middle of the Age of Reptiles, and in them were deposited a wealth of valuable minerals. Later in the Age of Reptiles, great peat bogs were accumulating first in the east and later in the west, which were to become the coal seams of the Crow's Nest Pass and Vancouver Island. Late in the Age of Reptiles, the Rocky Mountains were upthrust,—forming the youngest chain in Canada.

During the Age of Mammals, thousands of feet of lava were outpoured over the Interior Plateaus, but in some valleys peat deposits were formed, later to become the coal beds of Princeton, the Nicola and Tulameen valleys.

The great Ice Age gradually smothered valley and mountains alike, obliterating plant and animal life and depressing the land some 2,000 feet. After a sway of hundreds of thousands of years the ice melted, being replaced by the sea in great fiords and straits, while plants and animals slowly clothed the bleak valleys and mountain sides, where hardier glaciers still lingered. Relieved of its load of ice, the land slowly rose between 600 and 700 feet, freeing the mainland of the Fraser valley from the mastery of the sea.

The change to modern conditions has been gradual, and rain, frost and stream action continue their work on the surfaces so recently abandoned by the glacial ice, while plants and animals slowly migrate into new areas or adapt themselves to newly found environments. Even earth

Left:—Table Mountain, across Bella Coola River, 35 miles from mouth. (H. I. Smith.)

elevations and climate are not stable, although human records, as yet, show little positive change. Post glacial lavas are known in the coast ranges and Lillooet country, indicating volcanic activity within the last 10,000 years.

Man's advent has wrought great changes in the plant and animal assemblages, and to a less degree in the courses of waterways and land forms.

At the close of the Great Ice Age, lower mammals and savage men followed the longitudinal valleys of the interior of Alaska, the Yukon and British Columbia as natural migration routes from North-eastern Asia to the Americas. Compared with the trans-mountain, sub-arctic route into the Mackenzie River basin, the valleys of the upper Yukon, Atlin and Teslin lakes, and the interconnecting valleys to the south, offered much shorter and more inviting highways. Most of British Columbia's mammals are of late Asiatic derivation, and anthropologists claim that her native races represent the last of the waves of human migration, that peopled the Americas. Probably the latest comers of all were the coast Indians, who moved swiftly and safely along the protected waters in their seagoing dug-outs,—the finest craft built by Amerindians. Embarked in their great war canoes, the Haidas of the Queen Charlotte Islands rivalled the Vikings in their raids and mastery of other coastal tribes and even seized the ships and crews of white men. In the manufacture of plank houses, totems, goat-hair blankets, in the preparation of food and general civilization, the coast Indian exhibited a high order of intelligence and civilization. The numerous interior tribes were also hardy and resourceful and their opposition to the coming of the white man became serious at times, as for instance in the murder of miners along the Fraser River and the "Chilcotin War."

The claim of the Greek, known as Juan de Fuca, to have sailed as far north as the 47th degree of Latitude in 1592 is scarcely substantiated, but a famous strait bears his name.

The Spaniard, Don Juan Perez discovered the Queen Charlotte Islands in 1774 and on his return south anchored near Nootka sound on the west coast of Vancouver Island. He was unable to land, however, because of a storm.

Captain James Cook of the Royal Navy, with the ships *Resolution* and *Discovery*,

landed at Hope Bay, near Nootka, March 29, 1778. He repaired his ships in the harbour and traded furs with the Indians. An important fur trade developed and in 1788 Captain Meares brought several vessels from China and formed an establishment at Nootka.

In 1789 Don Stephen Joseph Martinez seized Meares' buildings and some of his ships in the name of Spain, nearly precipitating a war with England. In compliance with the Articles of Convention of Oct. 28, 1790, Captain George Vancouver was sent out to take over the disputed lands. With H.M.S. *Discovery* and the armed tender *Chatham*, he arrived off Cape Flattery, April 29, 1792. He had charted Puget Sound and was preparing to chart the Gulf of Georgia where he met Lieutenant Dionisio Galiano and Cayetano Valdez in the small Spanish ships *Sutil* and *Mexicana*, anchored off Point Grey. They informed him that Don Juan Francisco de la Bodega y Quadra was awaiting him at Nootka. Vancouver, however, continued his charting and did not reach Nootka until Aug. 28. After considerable negotiations, the whole territory was surrendered by the Spanish to Lieutenant Thomas Pierce on March 28, 1795. "The Island of Quadra and Vancouver" gradually acquired its shortened name, symbolizing the passing of Spanish claims to the coast of British Columbia.

Of almost equal importance with the marine discoveries, was the trip of Alexander Mackenzie in 1793 up the Peace River across to the headwaters of the Fraser River and overland to tide water near Bella Coola. This was the first crossing of the continent north of Mexico.

Simon Fraser of the Northwest Company established Fort McLeod in 1805, Fort St. James in 1806 and Fort George in 1807. In 1808 he travelled down the river which bears his name, to its mouth, returning safely to Fort George. David Thompson explored the Columbia and Kootenay rivers, and David Stuart the Okanagan valley.

The rivalry between the Northwest and Hudson Bay fur companies was finally settled by their amalgamation in 1821, under the name of the older company, George Simpson being Governor-in-Chief for North America. The building of Forts followed rapidly: Vancouver on the Columbia (now in Washington state) in 1824-25; Langley, 1827; Simpson, 1831,



Jointed Basalt, between Canyon and Hydraulic Creeks.

*The Peace River flowing through the Rocky Mountains as seen from the top of Mt. Selwyn,
5,000 feet above the river.*

M. Y. Williams.



and new location, 1834; Victoria, 1843 and Rupert, 1849. In 1846 the 49th parallel was fixed as the boundary between United States and British territory, but the Columbia River was made an "open highway" for British goods.

The Beaver, the first steamer to round the Horn or to sail the Pacific coast waters, was brought out by the Hudson's Bay Company in 1836. Coal was discovered near the site of Fort Rupert in 1835 and the Nanaimo mines were opened up in 1852. These events presaged the development of a regular community, and, in consequence, the home government sent Richard Blanchard out as governor. He arrived at Victoria, March 10, 1850 but resigned shortly after. In 1851, Chief Factor James Douglas of the Hudson's Bay Company was appointed Governor of Vancouver Island, and in 1852 the Queen Charlotte Islands were placed under his charge. Here the discovery of gold in 1850 had been followed by a short-lived rush, involving trouble with the Haida Indians.

It was another gold discovery, that on the Thompson River in 1855, that made British Columbia. The great rush up the Fraser occurred in 1858, and the problems involved by the influx of thousands of miners, and continuous troubles with the Indians resulted in the establishment of a new colony on the mainland, named "British Columbia" by Queen Victoria. On November 19, 1858, at Fort Langley, Matthew Begbie was sworn in as Chief Justice and James Douglas as Governor. The latter now had three territories under his charge, presaging a future union. New Westminster was soon afterwards established as the capital of the new colony. The discovery of richer and richer gold deposits on the upper tributaries of the Fraser and the building of the Cariboo trail by the Royal Engineers were major events during the next five years. The rising cost of administration and problems incidental to administering such widely scattered territory, such as the Chilcotin Indian War, led in 1866 to a union of the colonies into one united British Columbia, the capital at Victoria. The first executive officer was Governor Seymour who had been governor on the mainland since 1864.

The spirit of union went still farther, leading the provincial legislature to approach the eastern provinces for inclusion in the federation consummated among

themselves in 1867. The North West Territories were acquired from the Hudson's Bay Company in 1869 and British Columbia was admitted to Confederation in 1871. Thus the Dominion of Canada was rounded out.

The gold of the Cariboo was an important factor in the union, for the burdens of opening up a huge mining area were great for a small colony, the miners from the eastern provinces were for federation, and the "golden fleece" was the magic in financing the transcontinental railway, included in the terms of union.

In the autumn of 1862, an Indian showed John Morton a small seam of coal in what is now Stanley Park. What impressed Morton was the magnificent harbour and the potential site for a great city. With two associates, he purchased 500 acres of land in what is now the West End of Vancouver. In 1865, Captain Stamp and associates founded Hastings Mill on the harbour front.

On Nov. 8, 1885, the first transcontinental train arrived at Port Moody, the Canadian Pacific terminus, near the upper end of Burrard Inlet. This event symbolized the physical union of Canada and provided a substitute for the Northwest Passage, the search for which had done so much in extending the Dominion, "from sea to sea and from the river to the ends of the earth."

In the early summer of 1886, the hamlet of wooden houses built about Coal Harbour was all but wiped out by fire; but from the ashes rose the modern city of Vancouver — fifty years old this summer!

The last fifty years have seen progress in British Columbia, which the failure of land and mining booms, the post war slump and the great depression have retarded but could not stop! A huge lumber industry including traffic in logs, lumber, pulp and paper, shingles and other wood products; a great mining and smelting industry, including base and precious metals, coal, structural materials and fertilizers; a varied and substantial agricultural industry, with great future possibilities; a great fishing industry, based on salmon, halibut, herring and also whaling; manufacturing; shipping; these are the leaders in British Columbia's commercial life. The tourist trade reaches no mean proportions, however, valued this year at more than \$14,000,000.



Terraces along South Thompson River near Kamloops.

D. A. Nichols.

Peace River Canyon, showing numerous coal seams.

M. Y. Williams



A Pacific coastal province, lying between 48°15' and 60° north latitude and 114° and 139° west longitude, British Columbia has many unscaled and unnamed mountain peaks, and vast areas known only to the Indian or the lonely prospector. Mount Waddington, until recently known as Mystery Mountain, has only this summer yielded its 13,260 foot summit to the hardest climbers. Horse trails and canoe routes lead to the haunts of more than a dozen of the finest species of big game and to lakes and streams abounding in trout and salmon. Automobile roads lead safely through mighty canyons, where magnificent mountain scenery changes with every turn. Glaciers, dwarfing those of Switzerland, fiords on a scale not known in Norway, and natural, unspoiled wilderness, these are some of the charms of British Columbia.

Victoria, on the southern tip of Vancouver Island, the beautiful capital of the province, includes much of old England in a new world setting. Vancouver, the commercial capital, is now the third city in Canada in point of size, having nearly one quarter of a million population. Its port takes a leading place in world shipping, its wheat exports having recently placed it first in cargo tonnage on the Pacific coast. Just 50 years of age, Vancouver looks out of her harbour through the Lion's Gate, along the sea-lanes of the world. Four railroads, the Canadian Pacific, Canadian National, Great Northern and Pacific Great Eastern fill the warehouses and elevators from which the Canadian Pacific white Empresses, blue ribbon ships of the Pacific; the Canadian-Australian; the Canadian Robert Dollar; the Nippon Yusen Kaisha; and many other lines carry freight to all parts of the world. Passenger service with the Orient, Australia, New Zealand, the Hawaiian Islands and coast ports is also maintained on a fast and regular schedule.

Numerous other ports for the export of lumber, pulp, fish and minerals are located along tide water. Such are: New Westminster; Britannia Beach; Nanaimo; Alberni; Powell River; Ocean Falls; Prince Rupert, the great halibut market for Alaska and British Columbia; Port Simpson and Stewart.

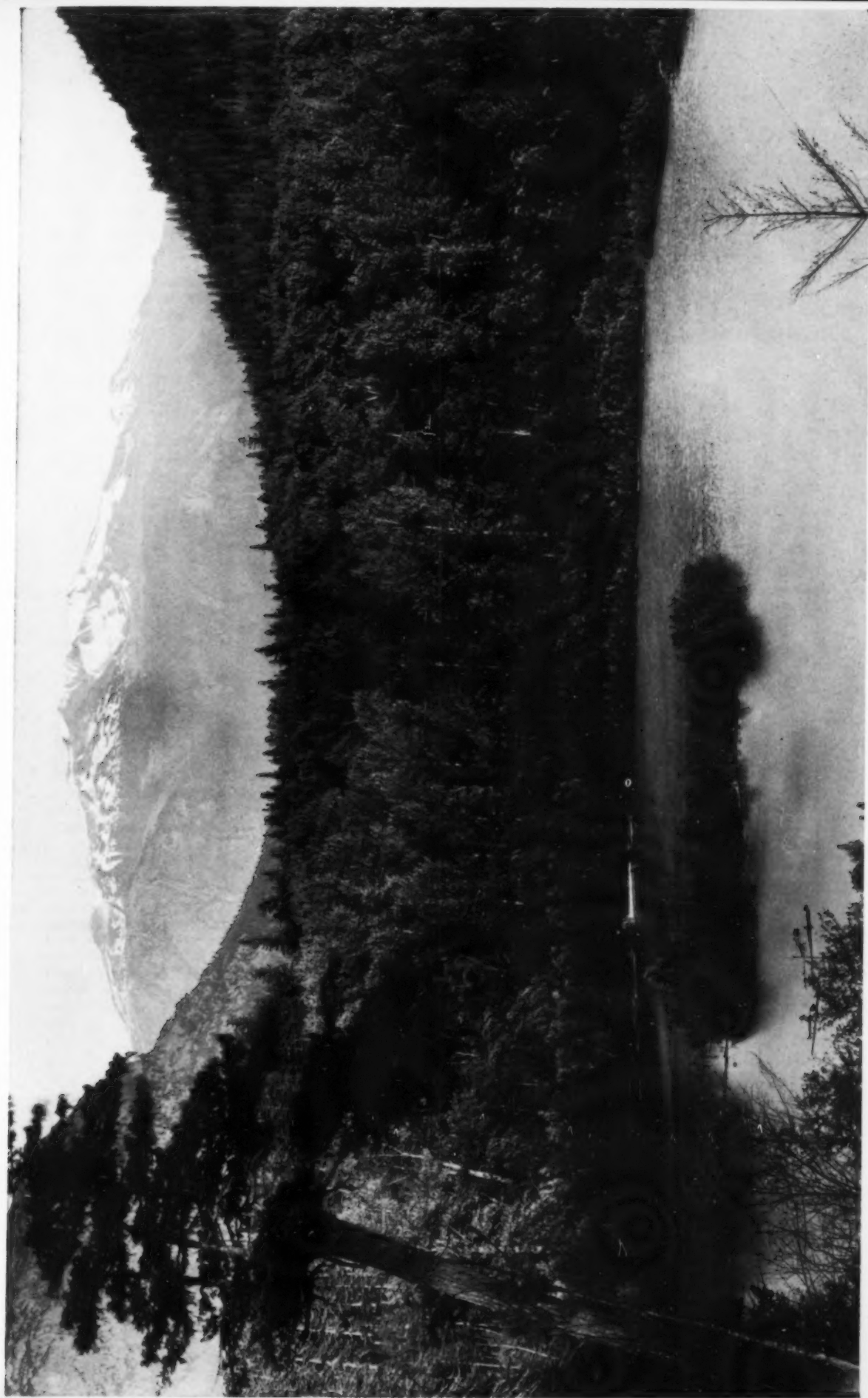
Towns and camps famous in mining history include Greenwood, Grand Forks,

Rossland, Slocan, Phoenix (abandoned), Hedley and the Cariboo, where Barkerville, the Rip Van Winkle of the gold rush days has just been awakened by the finding of lode gold in the Cariboo Gold Quartz mine at Wells; and Anyox (abandoned).

The Consolidated Mining and Smelting Company with their mammoth Sullivan zinc mine at Kimberley and huge smelting and fertilizer plant at Trail; the Britannia Copper Company of Howe Sound; the Premier Gold Mining Company of Stewart, the Bridge River area with its Pioneer, Bralorne and other mines, are some of the large metal producers of the province. Fernie, Princeton, Cumberland and Nanaimo represent the coal mining centres; Kamloops, Revelstoke and Golden are substantial railway towns. Courtney, Duncan and Comox on Vancouver Island; Cloverdale, Abbotsford and Chilliwack on the lower mainland; Prince George, Smithers and Hazelton along the Canadian National; Vernon, Kelowna and Penticton in the Okanagan; Windermere, Cranbrook and Nelson in the Kootenay valley; Hope, Lytton, Spence's Bridge, Ashcroft, Clinton, Lillooet, Williams Lake and Quesnel on the old Cariboo trails are all representative of their areas. Banff, Field, Jasper and Harrison Hot Springs are famous pleasure resorts. Pouce Coupe, Dawson Creek, Fort St. John and Hudson Hope are frontier towns of the Peace River, the last great North West. Numerous other towns, villages and hamlets form commercial and social centres for various communities. Lonely forts collect the furs caught by Indian and white trappers.

Magnificent steamers serve coast ports, stern-wheel steamers, river boats and canoes carry the traveller to up-river towns. Aeroplanes, through pullman trains, up-to-date motor busses, dog teams, pack trains and back-pack all play their part in inland transportation.

A vast and varied region, possessing splendid natural resources, British Columbia has but some three-quarters of a million inhabitants, over half living in the larger cities and towns. Her playgrounds call to the holiday seeker, her opportunities to adventurous spirits. The "pioneer fringe" still exists in Canada's Western Province.



From Gibson's Hill, Mackenzie Highway, 31 miles up Bella Coola River.

H. I. Smith

EDITOR'S NOTE BOOK

Dr. M. Y. Williams who contributes "Canada's Western Province" in this issue, obtained the degree of B.Sc. from Queen's University in 1909, and his Ph.D. from Yale in 1912. As a member of the Geological Survey from 1912-1921, he conducted geological surveys in every section of Canada from Nova Scotia to the Franklin District, as well as in British Columbia. He was in China with the Hong Kong Government in 1924-1925. For the past eleven years he has been associated with the University of British Columbia as Professor of Geology and Geography.

Captain W. W. Murray, M.C., who contributes "The Vimy Pilgrimage" in this issue, came to Canada from Roxburghshire, Scotland, 1913. He enlisted in the 20th Canadian Battalion November 1914, and was awarded "meritorious service" in November 1915. In June, 1916 he received a commission and was posted to 2nd Battalion; was mentioned in Despatches on the Somme; served as Scout Officer, Company Commander, and finally Adjutant of that unit, being awarded Military Cross at Passchendaele, 1917, and Bar to Military Cross at Drocourt-Quent, 1918. Engaged in newspaper work at the conclusion of the Great War, on staff of the Halifax Herald, and has since been with the Canadian Press, Montreal, New York and Ottawa; a member of the Parliamentary Press Gallery since 1927. Greatly interested in ex-service men, he devoted much effort to work of the Canadian Legion, of whose official publication "The Legionary" he is Managing Director and in an honorary capacity, Editor-in-Chief.

PHILIP J. TURNER is Professor in the School of Architecture, McGill University, and a Fellow of both the Royal Architectural Institute of Canada and the Royal Institute of British Architects. He has contributed previous articles to the Journal on "The Old English Inn," "Lavenham" and "The Parish Churches of England," the latter having been republished in pamphlet form by McGill University. Professor Turner is well known to Canadian audiences for his lectures on Old Country architectural subjects, including that on Liverpool Cathedral.

The Buffalo Herds

The time has long gone by when there was any fear of the North American bison or buffalo becoming extinct. The most recent figures show that there were over 4,700 in Buffalo National Park and 2,100 in Elk Island National Park, without counting the 1,200 calves of 1935. Nor does this take into account the large number of buffalo that have been transferred to the Wood Buffalo Reserve west of Slave River. To keep the number in the two parks within practicable limits it is necessary to slaughter each year 1,000 in Buffalo Park and 500 in Elk Park.

AMONGST THE NEW BOOKS

In Climatic Maps of North America, by C. F. BROOKS, A. J. CONNOR and others (Cambridge: Harvard University Press, 1936, \$3.00,) a valuable new tool has been provided for geographers and weather forecasters. These twenty-six sheets, seventeen by twenty-two inches in size, are the first detailed climatic maps of the continent as a whole, including Greenland and the Caribbean region. They are discussed in volume 2, Part H, of the Handbook, *The Climates of North America*, by R. DE C. WARD, BROOKS and CONNOR. Only the descriptions are reproduced here. To preserve the base map, thereby permitting accurate determination of the location of any line, shading or colouring is omitted. The original size has been retained, permitting the use of blank bases in order to extract pertinent data from a number of maps for combination on to one.

To hear that E. V. LUCAS has written another book about London will send many people post haste to their book sellers for a copy. We can hardly believe his *London and London Revisited* are out of date, but the publisher of *London Afresh* (London, Methuen, 1936, 7/6) assures that they are and that this latest book is so arranged that it will never become obsolete, adding that it is cheaper, better indexed and more easily pocketable, "all sweet things, brother." We can imagine no more charming or dependable guide to the old and new treasures of London and eagerly enrol ourselves under E.V.L.'s band of "Wanderers."

Batsfords Pictoria Guides, I. Amsterdam, II. Copenhagen, III. Stockholm, (London: Batsford 1936, 2/6 each), will appeal to both travellers and stay-at-homes. Each contains one hundred good, unusual photographs, well produced, accompanied by brief descriptions, a map and a list of the sights, banks, theatres, hotels, etc.

English Byways: From Land's End to the Wash, by PAUL BEARD, (Toronto: Nelson, 1936, \$1.00) is another guide for foot-travellers. Describing the face of England below a line drawn from the Wash to the Bristol Channel, it follows the scenery of each county practically mile by mile. Mr. Beard's chapter on "Walking in General" with headings such as Don't get over-tired, Don't have too much company, Don't use the map too much, is full of common sense. Incidentally, a map would be a welcome addition. Sixteen superb photographs by J. Dixon Scott, the allurements of the English place-names with their literary and historical associations, and the author's gift of description as he leads us by weald and down and seashore make the book charming as well as useful. Youth hostels are indicated for each county and suggestions made for Lazy Week-ends, Long Week-ends and Longer Tours, while lists of books associated with the various districts provide suggestions for further "travellers' joy."

A stirring book of travel and adventure is *Treasure Trek* by JAMES STEAD (Toronto: Musson Book Company, 1936, \$4.00.) Part II, entitled Lake Beaver, is the racy story of his experiences in the Canadian north, "running rapids, working and holding up his end with the tough fellows of fishing camps and trappers' trails" and prospecting vainly for gold. This was in 1929. In 1928 he had joined a party of Englishmen hunting buried treasure in Bolivia, tackling steaming jungles and arid mountain peaks, digging into the bowels of the earth for gold and jewels and ranging the forest for food. Not yet satiated with hardship and thrills we find him in 1930 setting sail for Guatemala to seek the treasure of Montezuma. Though no treasure was forth coming the author's three eventful years have given us a book full of vivid description and amusing stories. The illustrations are from photographs.

The Political Adventures of John Henry, the Record of an International Imbroglio, by Brigadier-General E. A. CRUIKSHANK (Toronto: MacMillan Company, of Canada, 1936). The Dominion Public Archives and the Library of Congress in Washington contain the unpublished letters and documents upon which this amazing tale of John Henry's exploits is based. General Cruikshank, distinguished for his many scholarly publications on Canadian history has brought to light an almost incredible record of political intrigue. He shows that "the publication, by order of Congress, of papers purchased from John Henry was a contributing factor in hastening the declaration of war by the United States against Great Britain in 1812. Disappointed in his efforts to obtain some public office in Canada or in England, Henry offered these papers for sale at a critical moment. His negotiations with Hon. James Monroe, Secretary of State, were assisted by the French Ambassador, and a brazen French rogue, the self-styled Comte Edouard de Crillon, who succeeded in imposing upon the entire Cabinet and the whole body of the diplomatists at Washington. Finally he swindled Henry himself. Henry betrayed his employer and deceived friend and foe alike. It is a record of cunning and duplicity, credulity and imposture, documented by incontestable evidence. New and striking light is thrown upon some phases of the political history of the United States and its international relations with Great Britain, France and Canada."

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C. M. JOHNSTON

Canadian Geographical Journal

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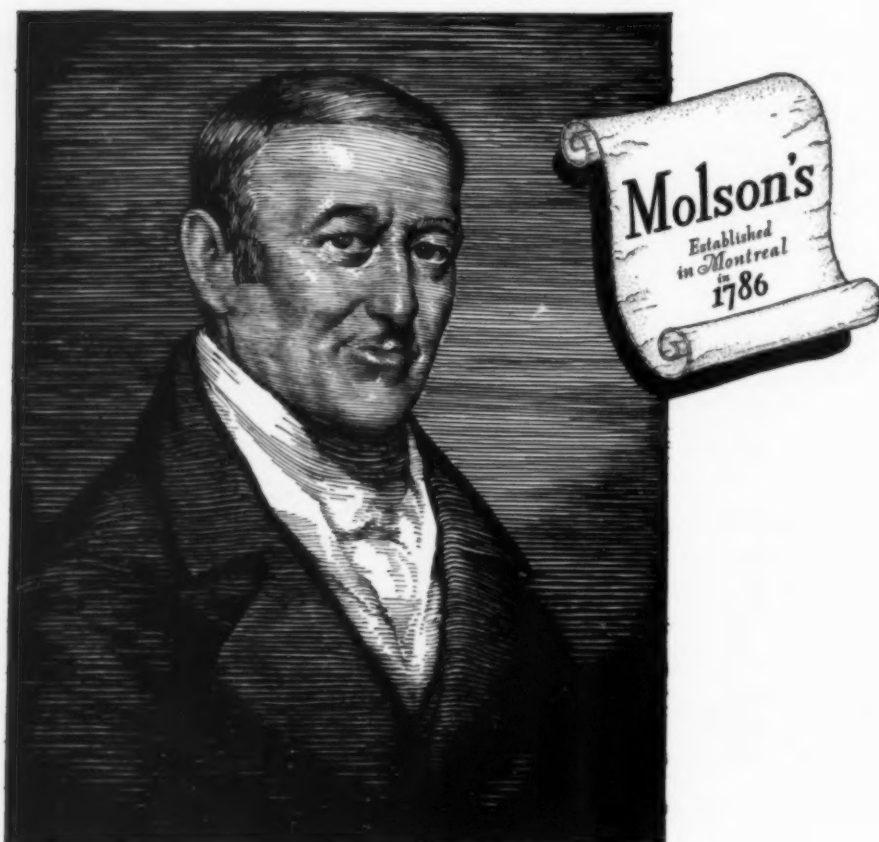
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1786

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